The Garage and Motor Agent

December 23, 1938

WISHING ALL OUR READERS A HAPPY CHRISTMAS

The Garage & Motor Agent

Vol. 74 (12)—No. 1936
Registered as a newspaper

WEEKLY: PRICE 1/3
Annual subscription, 30/-

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FOR STAFF ..... Prem. ..... Prem. ..... Prem. .....
CIRCULATION Noted ..... Noted .....

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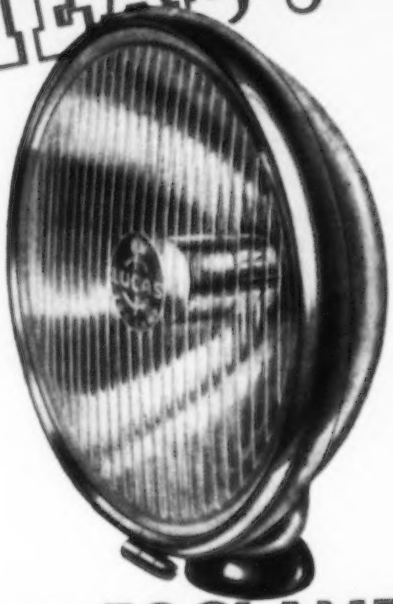

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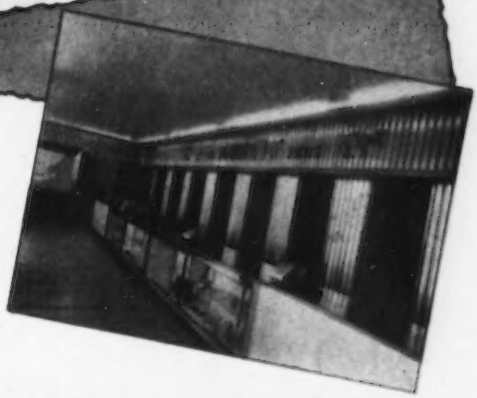

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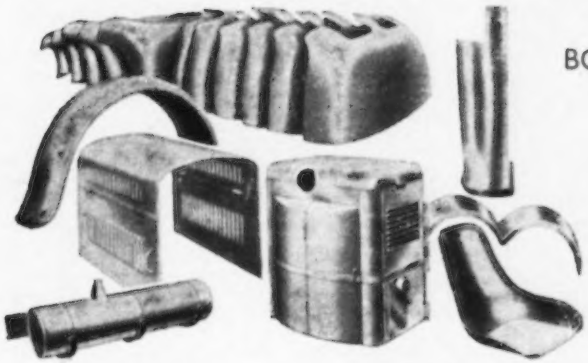

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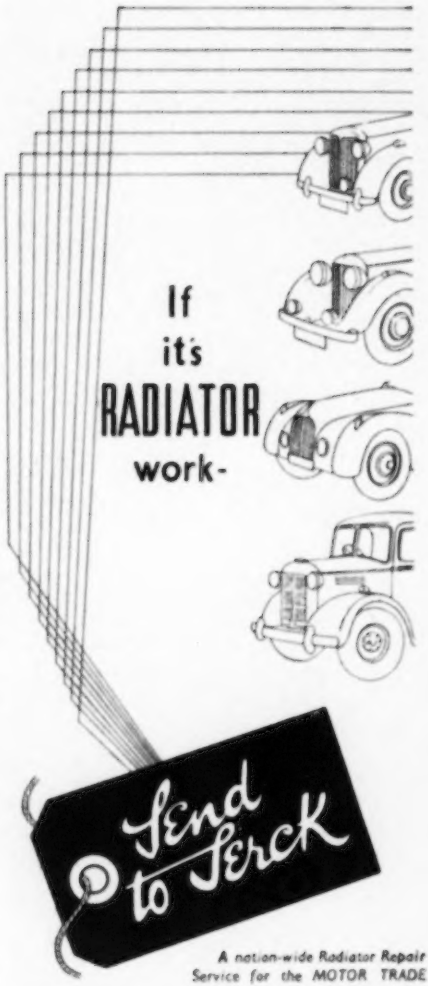

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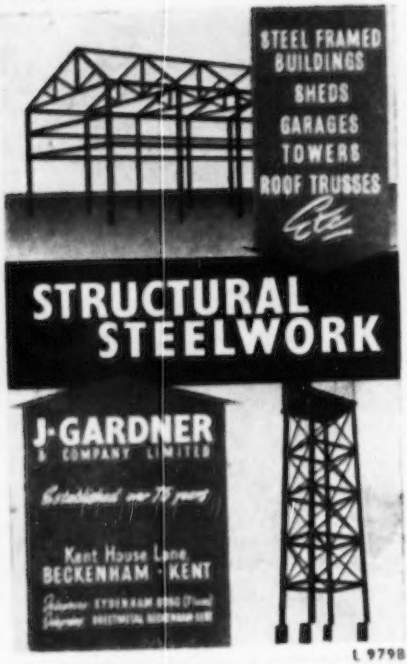

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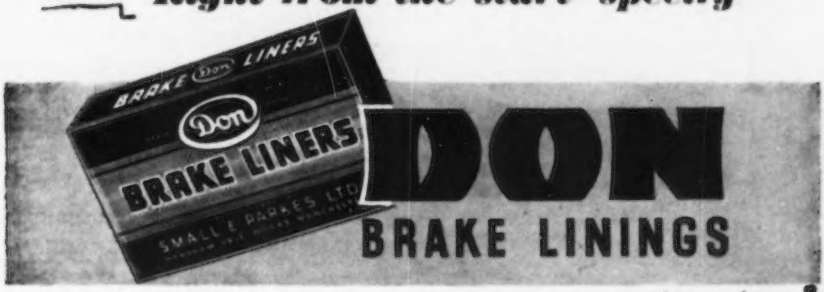

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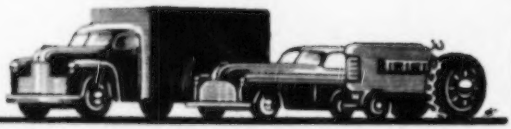

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The Garage & Motor Agent

Vol. 74 (12)—No. 1936

December 23rd, 1950

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TERSE TALKS ON TRADE TOPICS : 1647th

With Every Good Wish

From the Editor and Staff

(And with grateful thanks to the Regent Oil Co., Ltd., whose advertisement we have adapted for our Christmas "card.")

JHANSI'S CHRISTMAS OFFERING ON HOW

George D. Went in for

GEORGE DOGSBODY was brief and to the point when I met him recently. That alone told me something was afoot. However, as I say, he came quickly to the point, sent his good wishes to fellow traders, and expressed a hope that the New Year would shape up to their liking. Undoubtedly, he hoped I'd be roused by the last sally. But I kept quiet, knowing George can't.

Sure enough, he soon bubbled over—but never mind George for the moment. Let me join him in good wishes of the warmest kind. And if I've pulled anybody's leg or kicked a shin during the year it's all harmless and, far more to the point, is without malice. This would be a queer sort of Britain if we all had the same slavish pattern of thought. So to one and all, here's hoping that life treats you well. And now back to George.

. . . . Mrs. D. was shaken badly.

George's pattern of thought has always needed a hound trail to follow it. And, sure enough, when he bubbled over a bright thought emerged. The other day, he told me, he came down to breakfast at about ten, looked hard at Mrs. Dogsbody, and said, "I've got an idea."

"Did she bite?" I asked George. "Yes," he replied, "she told me to get my breakfast or she'd side it away, and did I think I was in an hotel. She also went into my family's history, our marriage vows, and several other side issues."

But I pinned George down to the idea, and he said, "Well, here it is, and it's a fair knockout. You know how the public are lapping up Olde Tyme Dances and Tunes? Well, I'm planning to give 'em Olde Tyme Service."

I laughed rudely as I pictured the scene, with Mrs. D. and George both spurting words. George always reminds me of one of those geyser things where hot water or mud spurts through a crack in the earth. You see, George is undoubtedly cracked. Mind you, as he unfolded his story it had its moments. For instance, Mrs. D. was shaken badly when George, the very next day, hopped out of bed at six-fifteen a.m. and brought her a cup of tea.

★ ★ ★

"Now, love," said George, "it's a grand morning, and it's a pleasure to be alive. When you go out this afternoon, be sure to get yourself a hat and those new shoes you told me about. We may as well get the Olde Tyme Service idea going in the home as well as in the garage." Here

George admitted a slight error of judgment, because his wife, so he told me, immediately recited a list as long as the garage of things she badly needed. It took him two days of sporadic argument to extricate himself from this impasse. But it did one thing. It proved to Mrs. D. that George meant business and would lash into his idea.

★ ★ ★

Actually, everything in the garage ran as usual the first day. George arrived at about 10.55 a.m. and entered the office. Miss Take was making up the paying-in book and could give George the total, 18s. 9d., and a list of third applications for accounts, which amounted to £195 14s. 3d.

At once she made George his elevenses, produced chocolate biscuits, handed him the morning paper and the cinema programme. Then she got him a packet of twenty, debited it to entertainment expenses, and asked was the office warm enough. On George confirming that he was comfortable and ready for a heavy day's work she relayed a message from Major Poonah.

It turned out the Major had rung at 9.15 a.m. saying that he would be most grateful if George could make a

Olde Tyme

special exception in his favour and go so far as to ring him *personally* at some reasonably early date, as he had in mind begging for his car to be serviced, if it would not cause too much trouble.

Well, as George told me later, he was not listening. He was wrapped up in his idea of Olde Tyme Service, and had already hit a thorny personal problem Would he have to move and live over the garage again, an extension phone at his bedside, with his overalls on the chair alongside? What would Mrs. D. say to that? As if he didn't know after listening for twenty years! However, George felt he was

'Betts' Drew the Pictures

It took him two days of sporadic argument to extricate himself.

on the move in facing up to the problems, and giving a lead.

So that is how things began.

Obviously the story would be involved, so we retired into the bar-parlour of the Grommet and Cogwheel, and there George really got down to his tale. It turns out that next day Mrs. D. was in a state of semi-collapse, as he'd brought her a cup of tea a second time, *and got his own breakfast, filled the coal bucket, and lit the kitchen fire.*

He was in the office at 7.45 a.m., causing a complete and very resentful stampede of mice and beetles, and made a comprehensive tour, including

Service

all the corners. He admitted falling down some steps where he'd forgotten to arrange a light (in a fit of economy, if George told the truth).

By then, George told me, he heard

footsteps outside the garage doors, and then they receded, returning a few minutes later as, at 8.33, a key was inserted in the lock with a lot of fumbling. Then in dashed Sam, who had locked up the previous evening after taking his firewood home. And now? Yes, now Sam had realised something was wrong. *The door was unlocked!* Straight into the office without a word, Sam grabbed the phone and dialled 999.

★ ★ ★

Just then George, limping after his fall, looked in and said, "Mornin', Sam." He got no further. Sam had passed out. He'd not seen George in the garage at that time since he was a fitter at the bench. In those days George lived overhead and used the garage to escape from Mrs. D.'s household jobs.

Fortunately, George was awake, wide awake in fact, and he cancelled the fire engine visit, and also that of the ambulance and police. He knew the exact smell that would revive Sam, and it did. "Come on," I reminded George, "what about the dynamic service idea?"

. . . off-stage noises like the ripping of calico.

Sam had passed out.

"Ah!" said George with feeling, and went on with great detail to tell of how he had rounded up the staff at the earliest moment. This, it appeared, was at 9.43, when Emma, the office junior, arrived with the story that the steering wheel on her bus had come off in the driver's hands. On that note George admitted that he'd fairly sizzled. Dogsbody and Thensome, he'd told the staff, were entering a new phase.

★ ★ ★

Their every working hour was to be dedicated to giving the public a cheerful, willing and selfless service. Second to none, and a lead to the United Nations (George can put on the steam when he likes). He had rammed home how the staff were to show their deep appreciation of the opportunity which the public gave for the individual to earn his or her living. Service was to be given with a smile, and to be wholly elastic to meet the wishes of the public. "Enough!" I interjected. "What did the staff say?"

George was a bit slow about telling me, but I dragged a few very choice titbits from him at last, and it

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appeared that the wishes of the staff differed at points. Indeed, offstage noises like the ripping of calico had been made, with a chorus of "so-whats." These pep talks about dynamic service were, notwithstanding, repeated at two-hour intervals throughout the day, which meant the shops were now in complete chaos, instead of only in confusion.

★ ★ ★

The real clatter started the second day of Olde Tyme Service. Miss Take opened the post. George was down in the battery shop making certain that it looked spotless and had brought a few pots of Chrysanths to brighten the place. As usual, Miss Take put the cheques where George could see them. But at the bottom was a letter from the Ministry of Prangs, who required a full list of his equipment, plans of the shops, and a sample of the tap water, within seven days. The alternative, they lightly pointed out, was six months' imprisonment, a fine of £100, and confiscation of his plant.

George decided to comply, and forthwith forgot the affair, which now joined the message from Colonel Poonah, whilst the lights went off. During the lull, a deputation of fitters arrived. George beamed. His pep-talks were already bearing fruit, surely? But not exactly, for the men wanted to know if they could have the loan of the big saloon over the holidays, and was George booking seats for them at the panto, as the rumour had reached the shop.

. . . if George could do the phone, typing, job cards . . .

This put George right on the spot. Should he lose face by admitting the idea had never crossed his mind—or what? So he said "Yes!" Whereupon Cedric asked could he have Xmas week off, as his mother was due over from Seattle? George had to agree, though it looked like cramping the holiday rota.

★ ★ ★

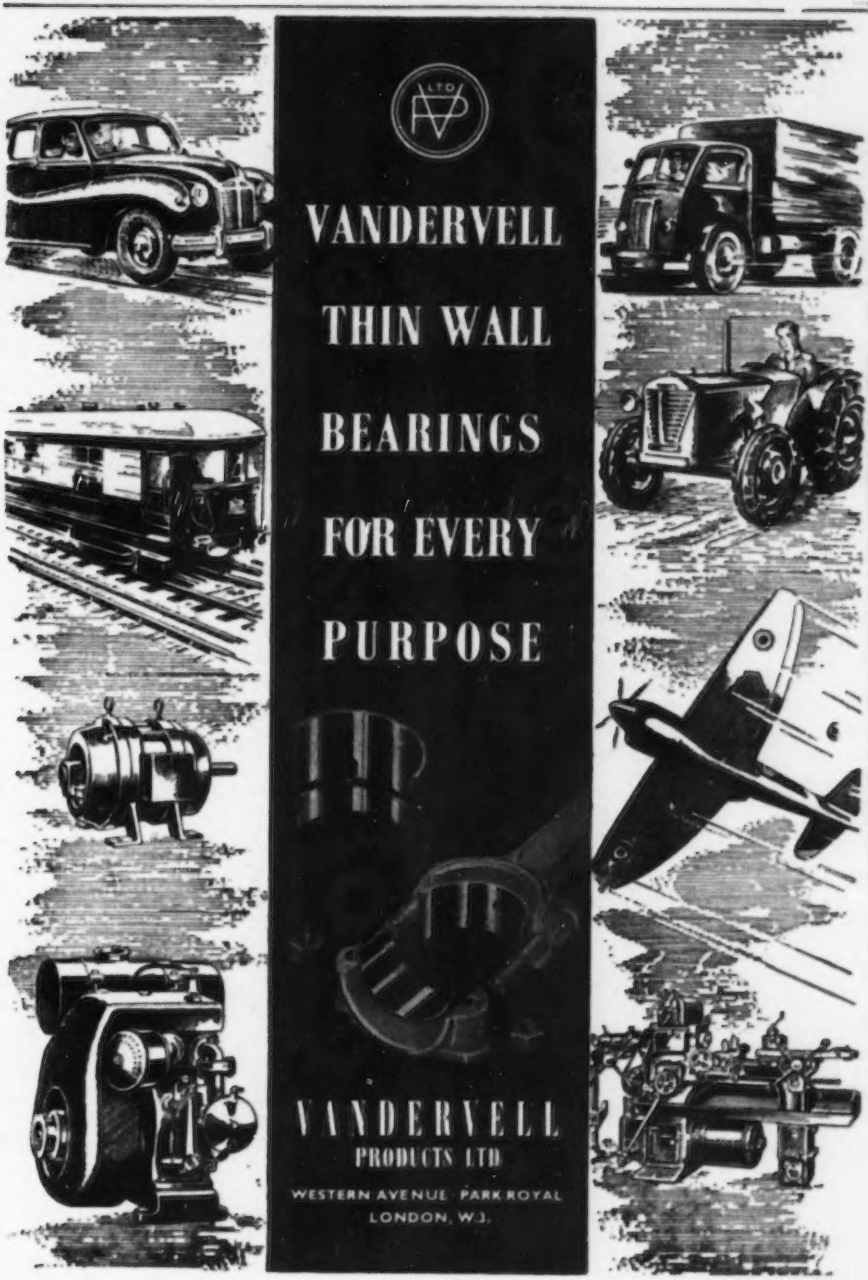
Before he could take another breath Alfie said his father was coming from Adelaide, and Miss Take had an aunt arriving from Bombay. But she was different, and offered to come in every afternoon and make the tea if George could do the phone, typing, job cards, goods received book, orders and the banking, and, of course, the stamp book.

Just at that moment the phone rang and gave George a breather as Miss Take left to answer it. It appeared Major Poonah was still sitting by his phone, having been up all night, and he hoped George would not resent his mentioning the matter. Miss Take assured him that George was intent on Olde Tyme Service, and that he—the Major—could safely go on sitting by the phone.

★ ★ ★

George, meanwhile, was becoming aware that he himself would be about the only one available to give Xmas time dynamic service. He made a note for Mrs. D. to overhaul his 1922 boiler suit. But a shadow was about to fall! A visitor arrived, showed his Ministry of Prangs credentials, and served George with a notice that fairly shook him.

Couched in legal terms, it men-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Smee's V69

. . . as the bulldozer got it.

tioned the Daylight Robbery Act of 1683, of which George had to admit he'd never heard. It proceeded to notify the existence of a right of way under the Hen and Chickens Act of 1421. I shut George up and said, "Skip that. What did they *do*?"

Well, it turned out that the M.o.P. were diverting the water service to a building they'd requisitioned behind George's garage, would require his lighting, and also wanted the contractors to use the main shop as a base for their work. George asked for details. He needn't have done. By the end of the afternoon, the garage was full of bulldozers, foremen's huts, braziers, and scaffolding. No. 1 petrol pump was missing as the first bulldozer got it.

Of course, I was getting impatient to hear about the Olde Tyme Service, and I said, "George, what about the Service?" Wiping his brow, George said, "Fact is, we're in a bit of a mess."

"Enough," I interrupted, making quickly for the door. "First sensible word you've said. Aren't we all in a mess? Make the best you can of it, and come out of your clouds. Never mind dreaming. See the facilities you've got work properly. Here's my Xmas present. A bucket of coal and my jolly good wishes. Service, George, is just like Christmas. What really counts is the spirit behind it."

CHRISTMAS CROSSWORD

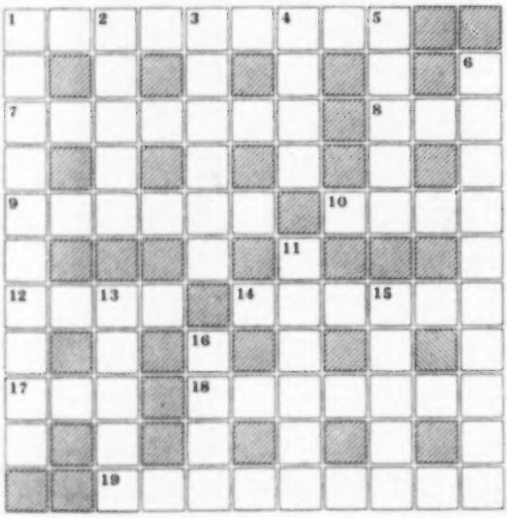
ACROSS

1. What a twist, to find lubricant containers in puce rages! (6, 3). 7. Mammalian characteristics in the greasing bay! (7). 8. Should be charged for, when compressed (3). 9. Cylinder of a Rolls? (6). 10. Caper to omit parts (4). 12. Mixed peat for the coachpainter's use (4). 14. An Austin seldom contains metal foil (6). 17. Wheel track (3). 18. Old lice upset. Crash wagon needed! (7). 19. Stockings and musical instruments in the washing bay (4, 5).

DOWN

1. Dynamos may be roast green (10). 2. Redex pellet without colour or hindrance (5). 3. Colour of a motorised ghost? (6). 4. Aluminium cylinder block that is thrown away? (4). 5. P.R.A. starts to frolic (5). 6. Spell roper another way for fans (10). 11. Those who buy by the gallon don't ask for this (4, 2). 13. Plot on the tube? (5). 15. Be parsimonious with supplies (5). 16. Refreshment after greasing services (4).

Solution on page 940.



Christmas Greetings and Best Wishes for a Prosperous New Year

from

MICHELIN

TYRE CO. LTD.

Nothing Important

By John Q

OH, Lord! What a post this morning! Just as I'd hoped for a nice easy day, an' all. Look at it! Two solid inches of letters, and most of them complaints and grouses, I bet!

Why the hell I have to handle all this post I can't imagine! Anybody'd think I was the only director in this one-eyed garage. And as for that lazy lot of louts out there . . . . What do they think they get paid for? Never occurs to them to try and take some of the load off my shoulders, oh no! But they're always ready enough with their hands on Fridays, I notice.

Not that they could help, I suppose, even if they showed willing. Lot of nitwits! Can't leave a single thing to anyone in this sandblasted place! Got to do everything myself . . . . Ah, well! A good job someone's efficient. Now, let's get on with it.

★ ★ ★

Wait a bit, though. Think I'll have a drink before I start. Hope that girl doesn't come in and catch me at it. But I'm so horribly thirsty. Must be that awful stuff they had at the Division dinner last night . . . .

Aha! That's better . . . . That's real stuff, that is! Glad I let that off-licence fellow have that car. H'm, yes, that's a whole lot better. Think I'll just have another tiny, weeny, little one . . . . Funny how the flavour improves the second time round . . . . Let's see . . . . what was that one the chairman told us last night? Oh, yes . . . . the bishop and the admiral . . . . Ha! ha! damned funny! . . . . must make a note of it for the I.M.I. dinner next week.

Now where's that note pad? Why the devil doesn't that cleaner leave my table alone! H'm, here it is in the drawer. Remember putting it there, now . . . . Why, here's that picture turned up at last. Must have been in the drawer all the time. Better keep it out of that girl's sight after slanging her like that for losing it, the careless little . . . . oh, no, of course she didn't lose it in this case . . . . Let's have a cigarette . . . .

Good lord! To think that this was taken four years ago. Seemed to have a lot more hair then. Bit thinner, too, in those days. Wonder why? Don't seem to have changed like that. Must be just a rotten picture. Never did photograph well. But old Bill there. My hat, he's changed! Course, that two years in the chair got him down. Couldn't handle the boys, poor chap. Or is it his wife? Bit of a corker, that woman. Fun, though. Hope Bessie didn't see her looking at me last night . . . .

Gosh, but old Bill looks silly in that chain of office. Like a cow tied up in a stall. Wonder how it would look on me . . . . H'm . . . . Bessie wouldn't look too bad, either, at ladies' nights. Bit thick, really, that they haven't done anything about me before now, after all the things I've done. Not even vice-chairman. Damned insult, when you come to think of it. And then that blinking secretary had the gall to remind me last night that I

in the Post . . . !

haven't paid my sub. . . . . Anybody'd think I can't be trusted . . . .

Oh, Lord, haven't paid my sub. to the golfing society, either. S'pose they'll be badgering me for that at the club to-morrow. *And* there'll be the usual natter from Bessie about me wasting my time and money. Why *can't* women realise that it's a man's *duty* to play golf? How else could I make contacts, I'd like to know? They don't seem to understand that you've got to spend money to make money.

Think I'll keep the sticks down here, then she won't know . . . .

No, I can't do that. They'd know here, then. Got to set a good example. Can't have them asking for half-days to make contacts. Bet they would, too, the cheeky blighters. Now, let's see . . . . about to-morrow . . . . have to tell them that I'm at a Division committee meeting and mustn't be disturbed. Yes, I'll do that . . . .

★ ★ ★

What's the good, though? Matched against old Brown. I'll *never* beat him . . . . Oh, thank goodness! There's the tea cups rattling outside. I can just about do with that. Terribly thirsty . . . . Wish I had a few cups to put up in here. But I s'pose I shall never win anything. Been playing a long time, too. Played a rotten game last week. Matter of fact, been playing badly for some time. Wonder what's wrong?

Getting old? *No*, of course not. Let's have another look at that picture . . . . I *did* have more hair then. And I *was*, well, slimmer, I suppose. Haven't been feeling so hot lately, now I come to think of it. Wonder if I ought to give it up? Might be a good idea to chuck the whole thing. Save the sub. . . .

No! . . . . I know. Transfer the golf sub. to the Benevolent Fund. 'Bout time I joined, I reckon. Gosh, what couldn't I do just now with one of those nice little rooms at Lynwood . . . . Damn! There's the intercom . . .

"Hallo! Hallo! What's that? Who? No! Tell him I can't see him to-day. I'm too busy!"

Now where was I? Oh, yes, in Lynwood. Just fancy sitting around all day with nothing to do, no deliveries to worry about, no letters to write . . . Crumbs! I'll have to start on this post in a moment . . . . no customers to smooth over, no rows with . . . . Aha! here comes the tea . . . .

★ ★ ★

"Thank you, Miss Clark. Put it down there. Eh? Er-no! I haven't quite been through the post yet. I'll give you a ring when I'm ready."

A-a-a-a-h! That's better. Nothing like a cuppa to take the taste out of your mouth after a heavy night. Bit weak, though. Think I'll just put a little chaser in to brighten it up . . . . M'm, not bad . . . .

Now, what shall I read to-day while I'm having my tea? Ah, "The G. and M.A." . . . . Can't think what they find to write about every week. Two-year covenant be blowed! As if the one-year one wasn't bad enough . . . . Doesn't give a bloke the chance to live these days . . . .

M'm . . . . another of these Opera-

tion Service scheme things. Lot of bunk, I reckon. Nobody ever asks *US* for contract maintenance. Proves there's nothing in it . . . . Good Lord. Central had another service week. Can't think why they do it. Must be a dead loss . . . . And Enterprise opened another workshop. Of all the silly things, to get the mayor to open it . . . . Thank goodness I've got something better to do than to . . . . Blast! the intercom. again . . . . I'll tear this thing out by its roots one of these days . . . .

"Yes? Yes, of course it is. Who d'you think it was? No delivery of Pool this morning? Well, what about it? Don't tell me! DO something, man, DO something!"

No delivery of Pool indeed! As if . . . . Pool! POOL! Jimminy Crickets! My Pools! Friday, and I haven't sent my pools in! . . . . Where's that blessed form . . . . had it here somewhere . . . . no . . . . it MUST be here . . . . oh, Gosh! . . . . The only chance I ever had of getting out of this racket and doing what I want to do, and now I forget to send it in . . . . just as I'd got my system working nicely and I'm sure it was coming up . . . . thundering idiot! . . . .

Ah! Saved again! . . . . Phew! Someone won a hundred and forty thou. on the Treble Chance! Sakes! What couldn't I do with a hundred and forty thou. . . . . A Bentley . . . . No, a Rolls, of course. Get out of this straight away and travel. Yes, that's it, travel . . . .

★ ★ ★

Now, let's see. Think I'll have a bash at the Treble Chance. Only need eight draws. That ought to be easy if I apply the old system . . . . Arsenal . . . . M'm . . . . Burnley . . . . Oh, no! Not the phone! Not NOW! . . . .

"Hallo! Hallo! Speak up, Miss, for goodness' sake! Who? Oh, I'm sorry, Madam. I thought you were someone else. What's that? Promised for last night? Really? Well, I can't imagine what's gone wrong. I'm sorry, Madam. Yes, I'll see about it right away, Madam."

★ ★ ★

Where were we? Ah, yes, Burnley . . . . M'm . . . . Chelsea . . . . yes, that's a cert . . . . Huh! No, no! I can't stand it! That PHONE! . . . .

"Hallo! Do we do what? Do we contract maintenance? No, we don't! . . . . Good-bye!"

Contract maintenance . . . . contract maintenance . . . . s'funny . . . . I was only thinking about that . . . . Oh, well . . . . Now we come to Newcastle . . . . yes, I like that . . . . and Bury . . . . and Cardiff . . . . and Coventry.

Good! Finished at last. You've got something there, my boy. Fortune for a bob. Freedom from all this worrying and sweating and slaving to make ends meet. Be able to drink what you like . . . . Yes, that's an idea . . . . Just a little toast to the success of this little bit of paper . . . .

Ugh! Not so good, this stuff, after all . . . . Now I think I'll just pop out and post it. Better not give it to Miss Clark . . . . She'll think it funny, anyway, if I go out now . . . . Better tell her something. Get her on the intercom. . . . .

"Miss Clark? Oh, Miss Clark. I've been called out suddenly to a . . . . er . . . . committee meeting . . . . M.A.A., y'know. No, I'm afraid I haven't got time to do the post now. Frightfully busy . . . . Be back sometime after lunch, I expect. But it's all right. There's nothing important in the post . . . ."

Be Careful!

In this issue our annual "Christmas card" to our readers occupies pages 903 to 929.

Pages to be taken seriously are from 930 to 942, and, of course, the advertisement pages.

CUTTING SHORT THE WAITS

. . . but we wish we could as easily cut short the unavoidable waits for your new CITROEN. However, we do send our hearty greetings for Xmas and hope that 1951 may bring you many miles of happy motoring.

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To Our Pioneers

By L. F. J.

Who offers this tribute, and asks a question to set you talking

IT is only within recent years that the motor industry has begun to take a serious interest in its past, and in the personalities and achievements of its pioneers. Among them all who were engaged in the trade in its earliest days are strictly to be counted.

Of those, most, if not quite all, may be judged to have possessed the pioneering spirit in some sort and degree. But there were also those, and not a few of them, with whom that spirit amounted to a passion—and it was they, very particularly, who moved mountains. For that, the fanatic's faith is always a necessary qualification. Seeing it has contributed so much to the trade in which we serve, the true pioneer mind is worth examining.

★ ★ ★

The pioneer is the man who seeks—eternally—a country. That short definition holds in engineering as everywhere else. It is always the unknown and the uncharted that is the real attraction, and the place round the corner and on the other side of the hill. Such souls are never really content unless they are following a strange road—and for preference one that is commonly supposed to lead to nowhere.

That inclination, and attitude to life, has produced most of the greatest achievements in the sphere of applied science. But for the individual himself, it is apt to have a drawback. Having reached what was, in fact, the goal, he may—and often does—lose interest, and move off once again to explore a further piece of ground. Leaving, of course, his previous find to be exploited by others possessed of better eyes for main chances.

Insatiable curiosity may be the pioneer's personal undoing. Not only does it lead him to veer off on a new tack at the most inappropriate moment, but also to tackle too many major problems at the same time, instead of one by one. That, too, may cause him to overlook present and practical limitations in the dazzle of his visions of the future, true enough as they may turn out to have been many years later.

★ ★ ★

But there is another factor as well. Somebody once said that any game like motoring or flying is good enough fun so long as it remains in the hands of ourselves and a few of our friends. But not when it becomes "vulgarised," as the French so aptly put it, and fully commercial, and completely respectable.

Neither respectability nor business is really the pioneer's cup of tea. He thrives better in the kind of atmosphere that existed at Brooklands after they had first put up the aeroplane sheds. In those, so it was said, some of the experimenters slept as well as worked, being unable to afford lodgings, and they carried on by fiddling bits and pieces to put their contrivances together with borrowed tools—and keeping body and soul together with the occasional kipper cooked on the bench with a blowlamp.

★ ★ ★

It was all great fun, and everybody still felt very young, which is where you get to another root of the matter. Not at all infrequently, the pioneer

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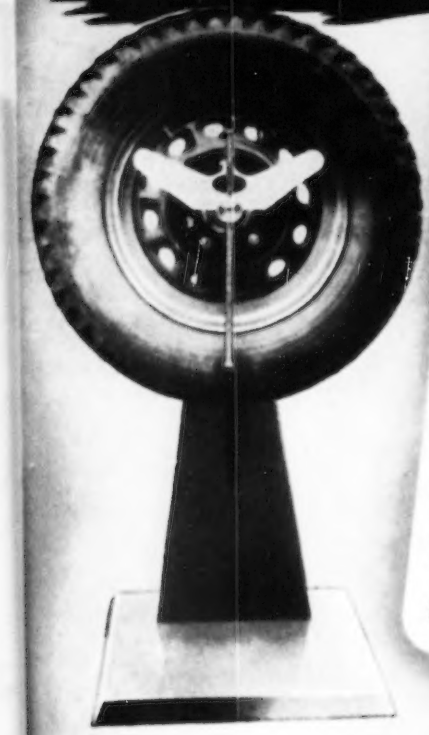
says Mr. Dealer.
SERVICE

Is Wheel balancing necessary ?



Without question with I.F.S. vehicles, accurate wheel balancing is vital. Hundreds of specialists inspected this new equipment at Earls Court, and our Demonstration Models of static and dynamic unbalance, and agreed that the new Bradbury machine did everything necessary, quickly, accurately and cheaply. It reduces tyre and steering wear, and gives a perfect "ride".

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just refuses to grow up, and succeeds in dodging it to the end of his days.

Some of the Brooklands beginners ended up by making a lot of money out of aviation, as did their opposite numbers in the motor industry. Less happily, one can recall pioneers of ability that sometimes amounted to genius, who nevertheless failed hopelessly to make the business grade.

Pathetic figures some of them became, too, in the back streets of Birmingham or London, always with pockets stuffed with papers — patent specifications and wonderful ideas roughed out on the backs of accounts rendered — and headfuls of notions that were going to make fortunes to-morrow.

Many died forgotten, but among the so-called "failures" were some who made contributions of real value towards the development of the motor vehicle.

Another thing the pioneer is apt to do is to regain his lost interest so soon as anything really fresh starts in the line that he helped to put on a commercial footing many years ago. That has been happening lately in aviation. Some of the early flying men, who had long shed their enthusiasm, have been renewing their youth with helicopters.

Our trade has not yet become so stabilised, or so rationalised, that there is no place in it for the pioneer mind. To think otherwise, as some people apparently do, is a profound mistake. Of that I feel very sure—and yet one has to admit a difficulty.

When the motor industry was first in the making, the pioneer was entirely free to follow his chosen route, and to work out his ideas as best he could. He had, further, the prospect of full reward for any success he might achieve. Neither of those things is true to-day.

Industry wants pioneers, still—*but does the country*? That is the question that suggests itself.

"Afraid the 1951 model will be 15 minutes late, Gentlemen. We're still drying the paint!" (From "Motor Age," U.S.A.)

To "Go Slow" They Must Go Faster!

AN Austrian inventor, Heeza Nutt, has perfected a monorail train which, he claims, eliminates the possibility of go-slow strikes.

The trains, operated by turbine motors, are faster, smoother-running and cheaper than the present railway system. They are kept stable on the single rail by hand-operated gyroscopes fore and aft.

Cyclists will understand that more "balancing power" is needed when the trains are going slower. Therefore to go slow the men operating the gyroscopes will have to work far harder.

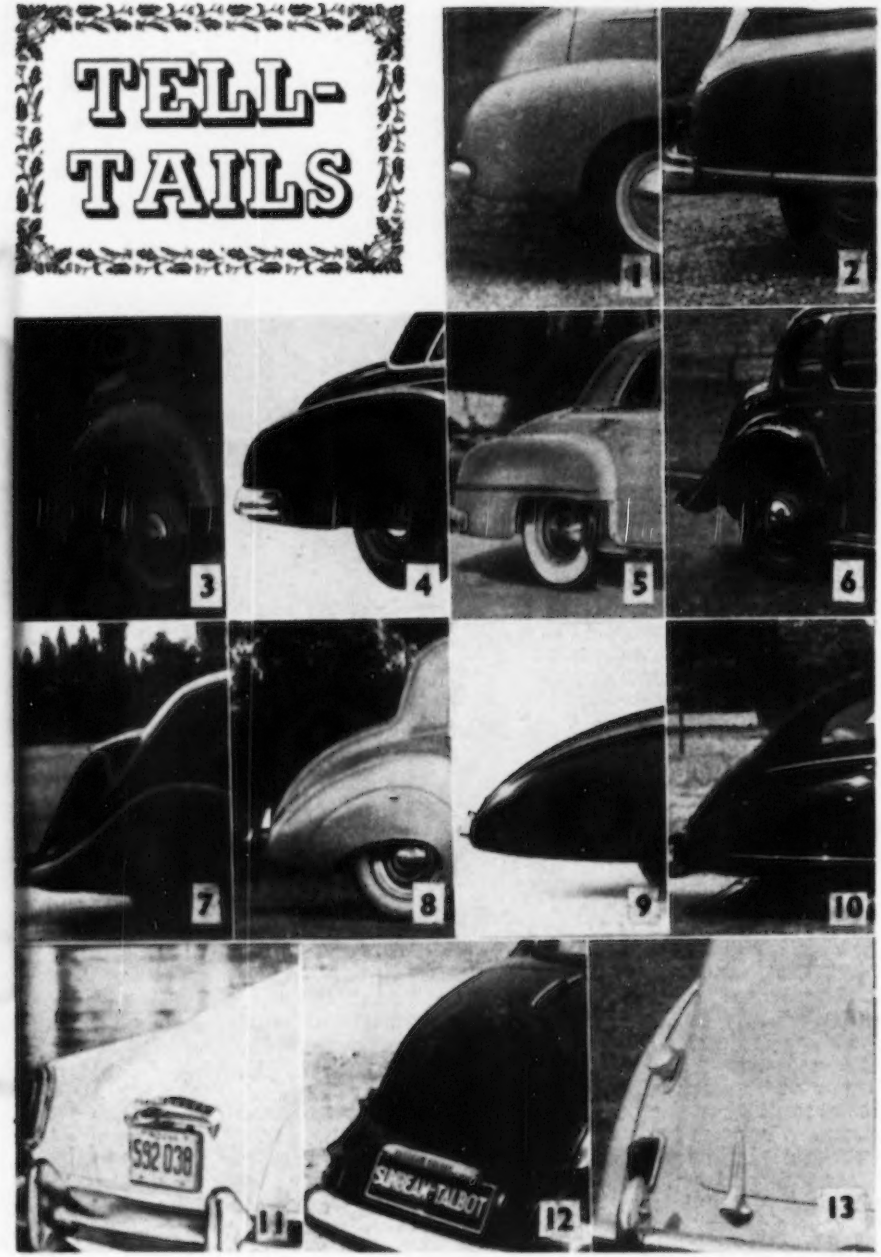
Heeza is the man who tried to stop sit-down strikes by introducing skin-tight trousers. He proposed to clothe all workers in these.

Any attempts to have a mass sit-down would cause splits among the workers, he said.

His proposals were rejected by union officials who described them as "cheeky" and said employers had to face facts. Troubles were too deep seated to be treated in this manner.

—From the "Press Ball Rag."

TELL-TAILS



Turn to page 919, please.

A HAPPY CHRISTMAS

to our

Many Friends & Customers

in the Motor Trade—

Our Suppliers—

and

Our Competitors

●

BEST WISHES

for a Mutually

HAPPY and PROSPEROUS

NEW YEAR

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There's a Parsons Chain to fit every size and type of wheel. For regular motoring
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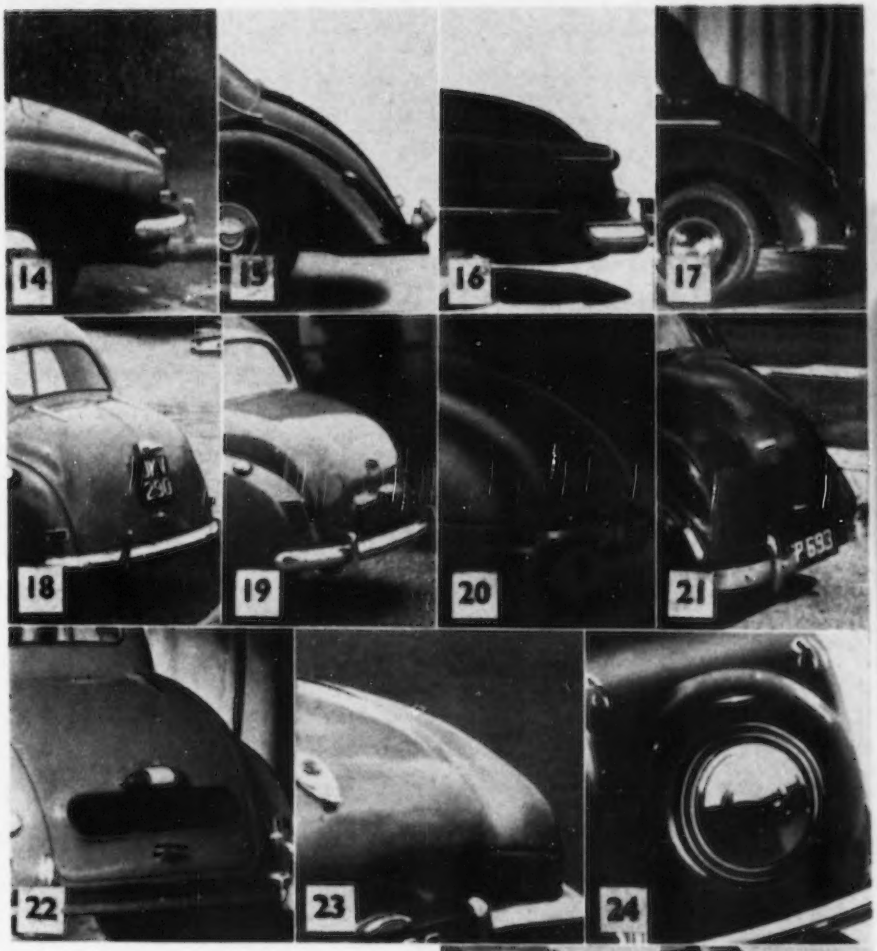
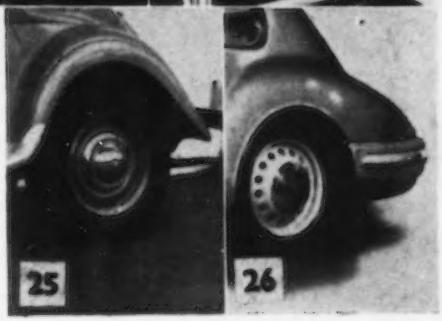
fitted with tensioners to save wear and minimise noise. For emergencies
recommend Parsons new All-Metal Emergency Tyre Grips—the grip that stays put.

TELL-TALS . . . . . .

Concluded from page 918



Last year it may be remembered that the Technical Editor got busy with scissors and paste-pot and concocted a mosaic of front ends for his Christmas Quiz. This year finds him all behind, as it were, and he presents for your identification a selection of rear ends. It is not without interest that the styling of the back of a car appears to offer just as much, if not more, difficulty than its frontal appearance, with the result that the tails of most post-war cars are quite as distinctive as their noses. How many of these tails can you identify? Answers on page 940 of this issue.



Here are the Terse

The Editor Says

THE chance of getting immediate delivery of a covenant-free bottle of whisky resulted in so many stories being submitted for our Christmas competition that we should have had to use up about three issues of "The G. and M.A." to print them all!

However, by eliminating, with reluctance, all obvious "jokes"—that is, stories which were not the true anecdotes that we asked for—and choosing only one from the two or three which many readers sent in, the pile was reduced to manageable proportions.

A number of good stories (including one or two among those published), did not qualify for a prize because they were about motoring, and lacked the necessary motor industry flavour.

After much deliberation—not helped at all by the sight of three sealed bottles on my office table!—I have awarded the prizes to:—

1st (Bottle of Whisky) to H. C. GOLDING, for his story "To-the-Pint Show Guide."

2nd (Bottle of Gin) to D. R. BRIDGES, for his story "Spring in the Air."

3rd (Bottle of Sherry) to R. A. D. MORLEY, for his story "30 h.p. Blow Lamp!"

The three prize-winning stories appear below, together with a number of others, all of which, I consider, deserve honourable mention. To the winners congratulations, and to all readers who entered for the competition my warmest thanks for helping in such a practical way to make our Christmas "party" a lively one.

To-the-Pint Show Guide

From H. C. GOLDING, Proprietor of A. B. Humfrey, 113, Church Road, Upper Norwood, S.E.19.

GARAGE proprietor and Rotarian Barry Robinson, Managing Director of W. T. Henry, Ltd., of Horley, and myself, decided to visit the Motor Show on October 26th.

Not having visited the Show since the pre-war days of Olympia, I gave my driver instructions to proceed via Hammersmith Broadway to Olympia.

He suggested that we wanted Earls Court. But *I knew*, so he dropped us outside Olympia, and we entered after having paid our five bobs. Robinson at once bought a nice bulky catalogue for another five bob.

Having sauntered into the main hall, we looked at one another. Of course, we were in the Dairy Show main hall! We promptly retraced our steps, 15s. lighter.

On gaining the outside once more, I took over the lead and said, "I know where we should go." I guided Robinson round and down the side road, and paid another 10s. for two more tickets, entered the building, and found—that we were in the same main hall of the Dairy Show!

We both hate the sight, or mention, of MILK nowadays.

Tales You Told Us!

Spring in the Air

From D. R. BRIDGES, Proprietor, Moremont and Bridges, The Square, Calne, Wilts.

WE had set up the rear springs of a van belonging to an egg collector, because, when loaded, it was inclined to come down too low. He took the van when finished and went out on his round

collecting eggs, and in the evening drove into his garage and unloaded the eggs.

The next morning he sent in a very urgent message for us to send out to see to the van, as every time he tried to reverse, the engine stopped.

On sending out we found that, owing to the springs being set up, the top of the van was too high to clear the top of the doorway. Therefore, every time he tried to reverse, he was trying to bring the garage with him!

Of course, it went in quite easily the evening before, as the van was loaded.

30 h.p. Blow Lamp!

From R. A. D. MORLEY, Godfrey Holmes, Ltd., 19, Kettering Road, Northampton.

IN the days of petrol rationing, a customer of a local garage was informed that in future it would be necessary for him to supply coupons for petrol received for his blow lamp.

He wrote to the "Powers that be,"

and in their reply they asked "What horsepower are the blow lamps?"

Thinking that a damned silly question deserved an equally silly answer, he replied "30 h.p."

In due course, he received a petrol ration of 40 gallons per period!

Fore and Aft

From E. D. BROWNE, London Regional Sales Manager, of C. C. Wakefield and Co., Ltd.

ONCE upon a time "in the dear dead days of long ago," I was a golfer, and I recall buying good quality golf balls, then sold by motor factors, at one shilling each. My friends who still indulge in the Royal and Ancient game tell me that the present price is frightening, but when they hear my story they surely

will complain no more. But let me explain.

The West London Motor Traders' Association recently held their annual Christmas Dinner, which was followed by an auction conducted by Jack Train of Itma fame. Bottles of Scotch, gin, sherry and other gifts to man were auctioned and, being outbid, I realised that I would have to look elsewhere for my Christmas Scotch.

Then it happened! Jack Train proceeded to auction a box containing six golf balls. My interest was but transitory, and I heard with little interest a bid for three guineas, save to make a quick calculation and reflect that golf must indeed be a Royal game at that price.

There being no further bids, Jack

Train raised his hammer to clinch the deal, when I foolishly called out "Fore!"

This was a Christmas party, and we were in festive mood, which no doubt accounts for the fact that I and my immediate coterie thought the ejaculation amusing. I now know it was not, for Jack Train immediately accepted my ejaculation as "FOUR" and the six golf balls were knocked down to me for £4!

The auction was for the Benevolent Fund, so I do not regret the most expensive word I have ever uttered. I regret far more having been given the golf balls and having been outbid for the Scotch.

Tartan Trouble

From J. B. FENWICK, Director, John B. Fenwick, Ltd., Strathbungo Garage, 21, Nithsdale Street, Glasgow, S.1.

AT a gathering of the Clan Macintyre, the Chairman noticed one man oddly dressed, not wearing the Macintyre tartan.

He spoke to the man and asked him why he came dressed other than in

the Macintyre tartan. "What tartan is it, anyway?" he asked.

The man replied: "It is the Dunlop tartan. They have been Mac-in-tyres for years!"

New Bagwash

From PERCY J. RIDDLESDELL, Boxford, Suffolk.

DURING the 1914-18 war I was in charge of the Food Production tractors over a big area in West Suffolk. The men sent out by the Department were soldiers who in civil life came from all parts of the country and had no mechanical or agricultural knowledge. We taught them to drive only, and many amusing incidents occurred.

I was called out to a tractor in trouble and quickly found it was overheating badly. It was a Titan, and had a round water-tank over the top of the engine of about ten gallons

capacity, and a large square-hinged flap for filling up.

On looking in the tank, I found it full of sludge and very dirty. I probed inside and fished out a pair of overall trousers, then a coat, and then a further one of each. Two men's clothes!

"What's this all about?" I asked the driver.

"We are washing and boiling them," he replied.

Over-Toeing the Line

From E. HAMMOND, Director, E. Hammond and Co. (Auto Electrical), Ltd., 40a, Ardwick Green, Manchester, 13.

WE will call him Able. He had twice brought friends as advisers to inspect a cheap Jowett van we had for sale. Finally, he brought a mechanic. Could they have the van up on the hydraulic lift to inspect underneath? Right. Up she went.

Satisfied with their inspection, the order was given to lower. But Able stood a little too close and got one foot fast underneath the lift! There was an appalling scream, the boss shot out of his office like a greyhound out of Trap No. 1, just in time to see him stagger over to the wall and snatch off

his shoe and sock. Holding one hand over his eyes he shook the sock and fearfully looked on the floor to see if any toes had fallen out!

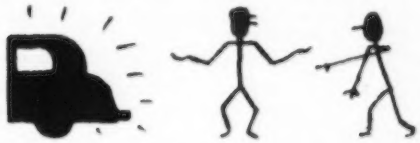
The spectacle of ten motor mechanics, with shoulders and tummies shaking, but trying not to laugh at a prospective customer, was too much for the boss. He shot back into his office and dissolved into helpless laughter (not too loud).

Although not really hurt, we never saw Abie again.

A Car's a Car After All

From W. REEKS, of Manchester Garages, Ltd., Grove Street, Wilmslow, Cheshire.

ONE bright afternoon during the summer, an equally bright young lad, employed by a local grocer, dashed into the garage with the request that we should send out



and tow in the grocer's car for attention to its wiring and battery.

The usual particulars were obtained for the job card, but when it came to the registration number, the lad was unable to remember it, and the nearest identification we could obtain was that the car was a black Ford Eight saloon, and that it was located in the short street at the rear of the grocer's premises, which were about a mile from the garage.

Pat, a genuine Irishman, was instructed to take the breakdown lorry and bring the car in. Off he went, and after an interval which seemed to indicate that he had gone to Dagenham for the Ford, returned with a Ford Eight on the end of the crane.

Pat reported in to the foreman who went to have a look at the car, and to his amazement saw that the Ford was a bright blue!

On seeing this, the foreman asked, in no uncertain terms, how he had managed a blue car, instead of a black one. Quick questioning of Pat brought out the fact that he had been unable to find a Ford Eight at the place to which he had been sent, so he decided to have a prowl round to see what he could find. This was the first Ford Eight he came across, so he had hooked it up and whipped it in! His final remark was that he thought he had better bring something back!

All ended well, the car was returned to the exact spot from which it had been "lifted," and the owner never knew it had been temporarily out of his possession. The correct car was located in yet another street.

"C" for Gasket

From W. T. BILTON, 79, Millfield Road, Handsworth Wood, Birmingham, 20.

THE sweet young thing drove into the repair yard, shut off the engine, and stepped out of the car. The repair foreman walked across to her with an amiable "Good morning, Madam, what can we do for you?"

"I want a casket on the engine. I have been told it would be best to have it done now."

"Do you know which one, Madam?"

She beamed, and replied: "No! I am afraid I don't know anything about them. I shall have to leave it to you."

"Very well, Madam," he said, to put her at her ease. "If you care to call this evening it will be ready for you. Good day, Madam."

That evening she blew in again and

asked the foreman, "Have you fitted my casket?"

"Yes, Madam," he replied, going across to her car, and thinking for the

second time that day how peculiarly she sounded her g's.

"Oh, thank you!" she gushed. And then to his utter amazement continued, "Now show me where you have fixed it, and how I open it when I want to put in it any valuable things I buy!"

"Don't Mind if I Do!"

From ALAN HESS, Public Relations Officer, Austin Motor Co., Ltd., Birmingham.

IT happened before the war—about 1936, I think. The day was dark and foggy, and I was on my way North to the annual dinner of the Derby and District Motor Club at Donnington Hall.

Suddenly, through the murk ahead, I saw the unmistakable signs of an

accident. A cluster of people beside the road in agitated movement—and this in a remote part, miles from anywhere.

As I drew closer, I could see the skid marks of a large saloon car now lying on its side in the ditch. The road was very greasy and I drew up gingerly, wound down my window, and, since mine seemed to be the first car on the scene, shouted an inquiry as to whether I could help in any way.

A man with a drooping moustache detached himself from the crowd and tottered over to me.

He was panting a bit as he asked: "Quick, have you any brandy?"

In those days I always used to carry a flask of brandy in the car for just such an emergency.

I handed it to him.

He undid the stopper and took a long swig, then passed it back to me, saying: "Thank you so much. I always get so upset if I see anything like that."

In those days I always *used* to carry a flask . . . !

Coming to the Point

From R. J. MONK, Director, Springfield Garages (Clapton), Ltd., Hall Road, Leamington Spa.

SOME years ago, when trading in North London, one of my Jewish customers came in, and the following conversation took place:—

Customer: "I want that you should see to the car."

Self: "Yes, Sir. What would you like us to do?"

Customer: "*I* don't know what you do, just see to the car."

Self: "That's a bit vague. Tell me what the car does, or does not do. I can then get an idea as to what is needed."

Customer: "Vell, you just see to the car, like you did to Abe's car (his son). Sharpen the points a bit!"

Moving Spirit

From WILFRED DENTON, Yardley Hastings, Northampton.

THE following happened on my filling station before the last war, when branded petrol was rife.

Two elderly ladies pulled up and asked for a certain well-known brand which, as it happened, I had just replaced by another (we could in those days—what?). I remarked that I was sorry, but I had not got it.

"Oh, dear!" they said. "We always

run on ——. What shall we do?" They were about out of petrol, too.

They asked me what I *had* got. I pointed out the various brands by the globes, but they didn't seem satisfied, and I was getting rather fed up.

At last they said, "What do you recommend?" So I told them that I used —— spirit and was pleased with it.

"Are you sure it is all right?" they

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asked, and, getting further fed up, I remarked that it was good and very fast, and that they might have to drive with their brakes on! Concern showed on their faces with this remark.

"Oh, dear, we don't want to do that." But I sold them some in the end.

Miss Take Again

From G. R. WESBY, Proprietor, Smith and Wesby, Saxmundham.

IN a small village adjoining Saxmundham, resides a horse slaughterer by the name of Wisbey.

One morning we received a telegram from one of our customers, who is a farmer, which said: "WESBY SEND FOR CAR."

We sent a mechanic to collect the car. On his arrival at the farmhouse he was asked why he had come, and on his stating that it was to collect the car, the farmer was greatly surprised, saying that his car was in perfect order.

The mechanic informed the farmer of the telegram we had received, and showed it to him.

"Oh," said the farmer, "I can see

what has happened. It is those darned fools at the Post Office. Last night I had a cow die, so I sent a telegram: 'WISBEY. SEND FOR COW'."

All Dried Up

From C. W. PALMER, Stane Street Garage, Westhampnett Road, Chichester.

A FEW years before the war, a very angry gentleman tore into my garage and said, "Can you tow me to Sekey?"

I replied, "Yes, Sir, but why?"

He said, "The blinking petrol pump has packed up again. This is the second time it has happened, and done by Fords themselves. I'll tell 'em!" and so on, and so on.

I went out to the car, which was

a good V-8, with a lady in front and two children and baggage in the back.

I asked the owner if he was sure that he had petrol in the tank, and he replied, "Can't you see the gauge shows half-full?"

I asked him, "Shall I dip the tank to be sure, if you don't mind?" He glared and told the kids to get out. They jumped out and he tore out a lot of the things in the back, grabbed a measuring stick, shoved it in the tank, withdrew it and put it in front of my face and said, "Take a look at it."

The children and the lady laughed until the tears rolled down, for, of course, the tank was dry. We pushed the car to the pumps and put in some petrol. But the chap was still in a rage when he left. I have never seen a man's jaw drop in such a silly way as his when he withdrew the dipstick dry.

He "Stayed" the Course

From ST. JOHN C. NIXON, Firtree Road, Epsom Downs, Surrey.

DURING the summer of 1902 I was at Eastbourne with a twin-cylinder horizontal - engined Benz car. This vehicle had a curious system of ignition, or rather of distributing the current to each of the two sparking plugs. It consisted of a piece of thin clock steel which rocked between two terminals and thus distributed the high-tension current first to one plug and then to the other. It was operated by a cam on the half-speed shaft.

On the day in question I was driving from Eastbourne to Brighton and

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had reached a point between Polegate and Lewes when the engine suddenly ceased to fire. I found that this piece of clock steel had broken off short and I could not find the broken piece in the road.

I searched through my old tool-bag to see whether I had anything suitable which would carry me as far as Lewes, and I found what was known as a trembler. Actually, it was a metal finger which rubbed against the low-tension cam, but I managed to force this between the insulated holder of the broken piece. I then tied it on with string in case it should fall apart. The main question I had to decide was whether I could think of any-

thing made of thin clock steel which I could buy in Lewes and improvise as a distributor.

As I drove along very slowly, I must have thought of everything from a lamp post to a submarine, and I had almost given up thinking when a thought came to me—a lady's stay-busk! What put the idea into my head I do not know, as I was then only 16 years of age!

At the bottom of the hill in Lewes High Street there was a draper's shop, so I went in and asked whether they sold ladies' stay-busks made of metal. A girl assistant asked me the size, but I replied that it did not matter whether they were designed for Little Tich or for Sir John Falstaff, provided they were made of metal and not bone. The girl found they had none in stock, so I inquired whether I could have a pair of stays.

She produced several pairs, and by this time a titter was going round the shop. I selected a pair which seemed as though the busks were made of metal, and proceeded to hack them to pieces with my pen-knife. I extracted a metal busk, paid for the purchase, and handed back the remains and wished everyone a very good morning.

I found a cycle shop and drilled a hole in one end to take the small bolt, and then cut the metal off to the required length. It acted perfectly.

A Warm One

From R. H. FROST, 16, Fairfield Terrace, Pelaw-on-Tyne, Gateshead, 10.

DURING the early days of dirt-track riding a motor cyclist drove in for a minor repair to a Triumph motor cycle.

Whilst I was busy with the job he strutted around speaking in glowing terms of himself and his machine, which he had altered to look like a dirt-track model.

The saddle had been lowered and the handlebars shortened and straightened.

As for speed, well, he asked me to feel the engine, which was still hot after a furious drive.

Almost bored, I complimented him on the appearance and performance of his wonderful mount, and then told him of one motor cycle I had had in, after a high-speed run, with engine so

hot that the piston could be seen going up and down inside the cylinder!

My young assistant stood aside smiling whilst my customer stood amazed. But he believed it all and had nothing more to say.

Getting the Bird

From "OLD TIMER."

YES, I was once guilty of deliberately selling a dud, knowing it to be so! The purchaser's only request was that the chassis should be

delivered by road, a distance of some 50 miles. More by good luck than judgment it made the journey in one piece.

On my return, by train, I remarked that Mr. X would come gunning for me some day!

Four weeks before the following Christmas I was informed that Mr. X wished to see me in the garage. Deciding that it would be better to meet him there than in the solitude of my office, I went out and bade him "Good afternoon" in rather a sheepish manner, carefully noting that his reply was quite friendly. I ventured to ask him how the chassis was. Imagine my surprised relief when he replied:—

"Splendid! My brother has done this and that (practically rebuilt it), which was exactly what we wanted to

do. The purpose of my call is to ask you if you will accept this chicken for Christmas!"

Was that bird sweet!

Much Too Much

From C. H. CURTIS, General Manager, Finchley Road Garage, 335, Finchley Road, London, N.W.3.

A DEALER, not without a measure of renown for his laconic observations, was inspecting a car which had been offered for sale by a private motorist. In his letter, the proud owner had described the car as being in "immaculate condition."

The dealer sauntered twice round the ancient sports tourer, then stood in silent contemplation of the battered wings and body, the tyres without benefit of tread, the growing pool of water beneath the radiator, and the starred and discoloured windscreen.

"Windscreen's been looked through rather a lot," said the dealer. There followed a long silence, during which the owner gently kicked one of the tyres, as owners do on such occasions.

"How much do you want for all this?"

"Two hundred," ventured the owner.

The dealer then kicked one of the

tyres, but not quite so gently, and said: "Even if it was worth that, it would be too much!"

Feat of Control

From G. W. DELO, 254, Plains Avenue, Maidstone.

A FEW years before the war, while working as an A.A. road patrol, and regulating traffic on a crossroads in the South of England, I saw a car approaching me, and noted a pair of ladies' fashionable shoes resting on the offside running board.

Upon stopping the vehicle, the lady driver was astonished to learn of the presence of the shoes on the board.

"Oh, dear!" said she, "We stopped a short while in order to picnic about three miles down the road, and, being a very hot afternoon, I took off my shoes."

Imagine my surprise when, handing the shoes in through the side window, I looked down and saw that the lady was actually manipulating the controls in her stockinged feet!

By Any Other Name

From JAMES H. FARR, Wardie Garage, Ferry Road West, Edinburgh.

THE last war had just commenced, and business was in the doldrums. We were angling for R.N. Transport work, and were discussing prospects with a young

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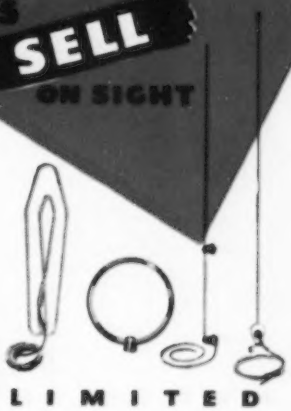

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R.N. Lieutenant in the office, when the phone rang.

"This is Brigadier ——. My car has broken down, rear axle trouble. Could you possibly help me as quickly as possible?"

Our breakdown wagon turned out in record time, and the crew were instructed to make it snappy and put up a good show. They departed full of zeal.

Turning to the R.N. Sub., we remarked that no doubt a Brigadier would be a big pot in the Army, our knowledge of Army rank being rather limited. He agreed, and after a pause suggested that it might be a good gesture if he took his car and offered the Brigadier a lift to town — *esprit de corps*, etc. Off he went.

The breakdown wagon returned, towing in a very ancient Morris, the crew grinning from ear to ear, followed by the young Lieut., rather red in the face.

The Brigadier was in the Salvation Army!

However, he was a very decent lad and apologised for giving his rank over the phone in the excitement of the car breakdown. He handed round cigarettes. The axle failure was only a shaft, and he was on his way in a quarter of an hour.

We all had a good laugh, and for many months afterwards when the breakdown truck was called out, the youngest apprentice invariably was sent to the office to inquire if it was a "Brigadier."

CHASSIS ROCKERS, No. 41. *By Betts*

"Crikey! What a mess! — Fungus! How long since you had distilled water in your battery, Sir?"

The MOTOR TRADE PARLIAMENT

In which Readers Express their Views

Communications intended for the Motor Trade Parliament should be addressed to The Speaker, "The Garage and Motor Agent," 62, Doughty Street, London, W.C.1.

New Car-allocation Policy

SIR,—In reviewing the circumstances connected with new-car deliveries over the post-war years, culminating in the two-year covenant, and in the manufacturers' directive received by the retail side of our industry, one can only arrive at the conclusion that the Government's side (hostile to private enterprise) must be considered, also the public's, and the manufacturers', and "our" associations', etc. In short, everyone but the poor dealer, who has to contend with increased overheads and, conversely, reduced discounts and deliveries.

That even the public is uneasy about the latest arrangements is proved by the "Sunday Express," who in their leading article use the term "Paul Prys," and the "Autocar" the phrase "smacks of espionage." Both these papers are leaders in their respective fields, and their comments are therefore worthy of note.

But the point to heed is that, finally, all this unpleasant, irritating and cumbersome responsibility comes to rest with a heavy thud fair and square on the dealer's shoulders—a state of affairs that is occurring with sickening and monotonous regularity these days.

My idea of an association is one that protects its members' interests and welfare, and does not help to add to their burdens. At the moment the M.A.A. seems very wide of the mark in this respect.

PLANNING MAD.

[*The accusation of "Paul Pry" is only likely to come from would-be buyers who have already had a new car. The others, surely, will welcome the questions as evidence that the trade is out for fair play for its customers. But I agree that the responsibility should not have been placed so heavily on retailers. As we said last week, the questions should have the backing of a document issued by, say, the B.M.T.A. on behalf of the motor industry.*—THE SPEAKER.]

New Car-allocation Policy

SIR,—I was interested in the ideas put forward by my old friend, Mr. Albert Braid (December 9th issue), regarding a change in connection with the present arrangements for dealing with a very difficult situation.

The Motor Agents' Association is now regarded as one of the most successful trade organisations in the country, and the same remark can be applied to the activities of the B.M.T.A. I do not suggest referring to the lavish way in which the present Government has squandered the resources of this country, or to the acceptance of old cars in part payment.

To sum it up, they have dealt with a difficult and most unusual aspect of trading in a masterly manner, and with the introduction of the two-year covenant, coupled with suggestions Nos. 1, 2 and 3, issued by the Society of Motor Manufacturers and Traders on December 8th, 1950, will, I feel sure, clear up the major portion of the anomalies which have been created by the unusual conditions which have existed.

It is hoped the members of the trade, public officials and members of certain professions, will cease to exploit the position in the future.

TOM NORTON.

Llandrindod Wells.

[*Thank you, Sir.*—THE SPEAKER.]

New Car-allocation Policy

SIR,—Studying reports from all quarters regarding the new covenant scheme and the accompanying directive from the manufacturers, I agree that for the next 12 months, at least, it gives a chance to the person who has not yet received a new car.

But unless there is some method of checking, say, through the B.M.T.A., who are the only people carrying a complete list of new-car owners since the inception of the covenant, the old game will still go on of let-me-have-your-car-at-its-new-list-price-and-I-will-give-you-another-one-in-two-years.

All must admit that this has been the biggest grouse of the public—wondering how

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THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED

The MOTOR TRADE PARLIAMENT

Continued from page 930

one person can get a new car every year while another cannot get one in five years.

So it seems to me that the trade must accept the principle of the directive if they want the public to believe that they are playing the game. Otherwise, they must say, "Be blowed to the public! This is our only chance of covering our overheads, if we can only handle an odd new car at its legitimate profit."

But if a section of the distributors really mean to play fair, their biggest worry will be how to make their colleagues do the same, unless they all agree to use some more foolproof method than simply to question the customer, who can always deny having had a post-war car.

There is some doubt in some quarters as to whether the directive means that anyone who has owned a post-war car is barred from getting a new vehicle. Personally, I maintain that the words "new post-war car" in the directive makes it quite clear. A secondhand post-war car cannot, by any stretch of imagination, be called a new one.

W. KNOWLES.

Old Colwyn.

[*Mr. Knowles is quite right. The operative words are "NEW post-war car."* — THE SPEAKER.]

Flow Meters For Tankers

SIR,—I have been extremely interested in the correspondence in your columns concerning flow meters for tankers, and I am pleased to note that this important matter is receiving the attention which it deserves from your readers.

My experience, which extends over many years of association with the petrol distributing industry, confirms the impression that there is considerable doubt in the trade as to the efficiency and accuracy of the dipstick method of measuring petrol into dealers' tanks. Even if there is only a fear of short measure rather than actual short measure, the doubt should be removed by the introduction of more up-to-date means of measuring petrol supplied by tank wagons.

A number of patterns of flow meters for the measurement of petrol, etc., in bulk have been approved by the Board of Trade, Standards Department, which are suitable for attachment to the oil companies' tank vehicles.

Such flow meters are, of course, widely used in the United States and certain of the Dominions, and even in this country their use is common for the fuelling of aircraft, both civil and military.

I cannot refrain from comment on the remarks of your correspondent, Mr. E. G. Ford (December 2nd issue) in his analogy with the coal trade. The carrying of a weighing instrument on vehicles carrying small quantities of coal for sale has been the practice for at least sixty years and is of undoubted benefit to the purchaser. Usually the scale on the lorry is the one which the dealer uses to fill his sacks at the coal sidings and if, as your correspondent says, they are red with rust, it is certainly not for lack of use.

Inspectors frequently make use of them for check-weighings, and customers are entitled by law to demand the re-weighing of sacks by means of the scale on the vehicle. The coal dealers have these scales for the same reasons that the garage proprietor has his properly verified petrol pumps.

I have not heard it suggested that the provision of these scales is an intolerable burden and I am certain that they make for mutual trust between buyer and seller.

The coal merchants themselves, in common with most other traders, purchase their goods over officially-stamped weighing machines. Surely equity demands that the same privilege should be extended to the garage proprietor?

Mr. Thompson's letter (December 2nd issue) gives a concrete illustration of the

Out of the Past

35 YEARS AGO. "The G. and M.A." 25/12/15.

IN future there can be no question as to the necessity for a rear light for bicycles and all other vehicles, and it should be noted that the so-called "double-purpose" lamps will not fulfil the requirements of the law. It has for long been obvious that rear lights should be made obligatory, and it is much to be hoped that this regulation may be kept in force after the conclusion of the war.

20 YEARS AGO. "The G. and M.A." 20/12/30.

IN the "Teesside Chamber of Commerce Journal," Councillor J. W. Nesham, Managing Director of Nesham's Garages, Ltd., Middlesbrough, has re-raised a proposition in regard to car taxation which, although earnestly canvassed when the present system was being introduced, has since been almost forgotten. It is that a single transferable licence should be procurable to cover the optional use of more than one car owned by the same person. The majority of motorists feel the need for a second car as a standby or family hack. Quite often there is no wish to run two cars on the road simultaneously, but merely to have an alternative vehicle available. The burden of having to pay for two full licences, notwithstanding that the total mileage done would not be noticeably increased, is however now an overpowering objection.

The MOTOR TRADE PARLIAMENT

Continued from page 932

possibility of faulty calibration of a dip stick. Even when they are correctly marked there are many possible sources of error in reading a dip. Speed and length of time of immersion of the dip stick and sway of the liquid are but some of the examples of how an erroneous reading may be taken.

In this age of progress the dip-stick method of measurement seems crude and unreliable and I am certain that retailers would not tolerate such means of dispensing their petrol, even if they were permitted to do so by law.

Losses of stock are often difficult to trace and Inspectors of Weights and Measures can frequently assist by testing a dealer's measuring instruments. When every other possibility has been exhausted and there is only the suggestion of short measure in bulk deliveries to explore, the dealer has to look elsewhere for assistance than to the Weights and Measures Department, which should exist as an independent arbiter between buyer and seller at all stages of the chain of distribution.

J. R. ROBERTS, D.P.A.,
Chief Inspector,
City of Manchester
Weights and Measures Dept.

Manchester, 1.

[*Although Mr. Roberts is not, of course, an hon. Member of this House, we are honoured and glad to hear from him. For his authoritative and timely comments on this important question, he has earned the grateful thanks of all petrol retailers.*—THE SPEAKER.]

Salesmanship At The Pump

SIR,—Might I, as a professional motorist, engaged on the car development side of the industry, put in a word or two on the subject of petrol selling?

Whilst quite prepared to sympathise with retailers whose profit/turnover relationship is unhealthy, may I remind the trade that they are *selling* a commodity?

From an extensive experience as a customer of filling stations and garages up and down the United Kingdom, I am forced to odious comparisons with the United States counterparts.

On one occasion only in the last six months, involving a considerable mileage, have I experienced an attempt to sell me something other than petrol at a filling station. The usual practice is a request for the number of gallons to be put in the tank, without any attempt to sell at least the obvious complement of petrol, lubricating oil.

Whilst running a mile from high-pressure salesmanship, I do feel that the average attitude of the man at the pumps (sometimes) seems to be a hangover from the coupon period.

It could be, of course, that the profit margin on lubricating oil is even less than on petrol, but I have seen no mention of that in your columns.

Incidentally, the exception noted above occurred at a filling station which, although privately owned, apparently sold only one petrol company's products. The attendant, without being aggressive, wiped the windscreen and rear window, asked to check the oil level, incidentally selling a pint of oil, and also suggested upper cylinder lubricant. I was so surprised that I accepted the latter suggestion!

What about it, retailers?

PROFESSIONAL MOTORIST.

[*Supposing the pump attendant at every garage at which he called asked Mr. "Professional Motorist" to buy ALL the accessories and service which the garage had to offer—in many cases, a pretty hefty list? What would his reaction be then?* — THE SPEAKER.]

INSTILLING ROAD SAFETY

With the object of instilling "road sense" into children from the earliest ages, the Nuffield Organisation have issued an attractive painting book for youngsters, based on "Safety First" instructions.

Coloured pictures show the folly of acts like running into the road after a ball, with simple rhymes helping to drive home the point, and there is plenty of scope for eager paint brushes.

The second edition of a quarter of a million copies of the book, "Look Before You Leap," has been printed, and will be distributed free by the Nuffield Central Publicity Department, Cowley, Oxford, on application by schools and other interested bodies.

Prepared in conjunction with this scheme is a text book, "Help Them to Safety," offered for use by schoolteachers and police officers, in the form of a series of lessons.

The MOTOR INDUSTRY'S NEWS

CAR WAS SECURITY FOR A LOAN OF £400

TRANSACTION AN "UNREGISTERED BILL OF SALE"

NOT HIRE-P. AGREEMENT

THE question as to whether a hire-purchase agreement in respect of an Austin car was a Bill of Sale and void as being unregistered, was decided in the King's Bench Division recently in favour of Maurice Polsky, a Director of White House, Regent's Park, N.W., who sued S. and A. Services, Ltd., of Leadenhall Street, London, E.C.

Mr. Polsky's case was that on June 22nd, 1948, defendants agreed to lend him £400 on the security of the car, which he had purchased from a dealer for £895. He signed documents purporting to be a hire-purchase agreement providing for the repayment of the £400, plus £50, by monthly instalments of £25.

In October, 1948, plaintiff sold the car, having paid the instalments regularly, and defendants then tried to get possession.

The defence was that the transaction was a letting of the car on hire to the plaintiff and not a Bill of Sale, and defendants claimed the return of the car.

The Lord Chief Justice (Lord Goddard), giving judgment, said **the true transaction was nothing more than a loan of £400 on the security of the car,** and provision for payment of £50 as bonus or interest.

It was exactly the class of transaction at which the Bill of Sales Act struck, and his Lordship granted plaintiff a declaration that the transaction, being an unregistered Bill of Sale, was void, and that plaintiff was in fact the owner of the car at the material time.

Judgment was entered for the plaintiff accordingly, with costs. A claim by defendants against Mr. Polsky for the return of the car and damages for alleged detention was dismissed, with costs.

BOURNEMOUTH JUBILEE

LEE MOTORS CELEBRATION

Some 600 members of the staff and friends were at the Bournemouth Pavilion for the celebration of the 25th anniversary of Lee Motors, Ltd., of Bournemouth and Dorchester.

Among the guests were Chairman **G. N. Vansittart** and Sales Manager **G. Welby**, of Vauxhall Motors, Ltd., as well as representatives from many local motor firms and organisations.

During the evening presentations were made to Managing Director **J. V. Lee** and five other employees who had been with the firm for the full 25 years.

On behalf of the staff, the company's Secretary, **F. Edwards**, thanked Mr. Lee for inviting them to a "happy and memorable occasion." He also mentioned that messages of congratulation on the company attaining their Silver Jubilee had been received from all parts of the country.

THANK YOU, AUSTRALIA

SAY DUNLOP FOR FOOD PARCELS

Several thousand workers in Dunlop's factories and offices throughout the country are sending 2,500 note wallets in morocco leather to their colleagues in Australia in appreciation of 85,000 food parcels, costing more than £50,000, which have been received from them during the last five years.

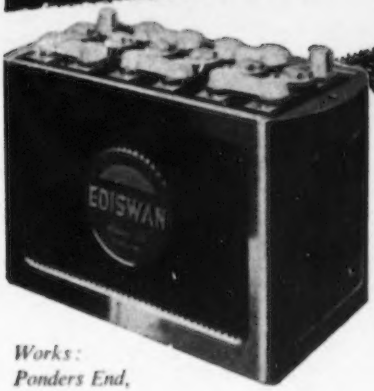
Each wallet is embossed in gold leaf with the name of the recipient and carries a printed card of thanks from Great Britain to Australia. Any surplus from the subscription will be distributed among Dunlop provident funds in Australia.

:: :: **Tyre Trade Register.**—Supplement No. 2, dated November, 1950, to the "Tyre Trade Register," has now been issued by the Tyre Manufacturers' Conference, 9, Whitehall, London, S.W.1.

EDISWAN
BATTERIES

—FOR THE HOME

For houses away from the grid there is no lighting method so dependable and completely trouble-free as lighting by EDISWAN Stationary Batteries.



—FOR THE CAR

Ediswan Batteries are renowned for high performance at low cost.

Works: Ponders End, Middlesex

THE EDISON SWAN ELECTRIC CO. LTD.

Head Office: 155 Charing Cross Road, London, W.C.2

Branches in all principal towns

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MOTOR INDUSTRY'S NEWS

"The G. and M.A."

Used-Car Market Report

SEE December 30th issue for our regular fortnightly market report on used-car sellers' prices.

This service to readers consists of a digest of prices quoted in trade and private advertisements of used-cars for sale appearing in current issues of public motoring journals and representative national and provincial newspapers.

TRACTORS FOR TURKEY

ORDER FOR 1,150 FORDSON MAJORS

Following preliminary discussions in Ankara recently, Kamal Tanoglou, Technical Director of Turkiye Ziral Donatin Kurumu, the Turkish State organisation for the importation of agricultural machinery, is on a visit to this country and **has confirmed an order for 1,150 Fordson Major tractors valued at £620,000.** Delivery will begin in January.

The majority of the tractors are to be used under a Turkish Ministry of Agriculture scheme for the reclamation of land in south-east Turkey in the first stages of an intensive campaign for agricultural development of the country.

Mr. Kamal Tanoglou said: "We have already imported 1,350 Fordson Majors into Turkey, and our farmers have formed a very good opinion of them **based on their economical purchase price and their excellent performance.**"

CROYDON I.M.I. MEETING

Croydon Centre of the Institute of the Motor Industry, Inc., are holding their next dinner-lecture at 7 p.m. on January 8th, at the Aerodrome Hotel, Purley Way, Croydon.

The speaker will be **Col. Stoddart, M.I.Mech.E., F.I.M.I., M.S.A.E.**, and his subject, the "Trend of Design."

Tickets for the dinner (8s. each) may be obtained from hon. Secretary **E. A. Barnard, M.V.O., M.I.M.I.**, Green Gables, Green Lane, Purley, Surrey.

FORD-FERGUSON CASE

COMING BEFORE U.S. COURT SOON

The £89,000,000 suit brought by **Harry Ferguson**, of Harry Ferguson, Ltd., against the Ford Motor Co., of Detroit, one of the largest civilian suits on record, will go before a U.S. Federal Court in New York early in the New Year, and is expected to last several weeks.

Mr. Ferguson sailed in the Queen Elizabeth for America last week to give evidence in the case.

Mr. Ferguson charges in his suit that he entered into an agreement with **Henry Ford, Snr.**, in 1938, **under which the American Ford company were to manufacture Ferguson-system tractors which would be distributed only by Ferguson's own company.**

He claims that Ford had no rights in the tractor or the farm implements he designed to go with it, but they continued to make and sell the equipment after the Ford company itself ended the agreement, in violation of the Ferguson patents.

The Ford company claim, in reply, that the agreement with Mr. Ferguson was ended because Ford were losing money on the tractors they handed over to the Ferguson company.

Ford also declared that some of the Ferguson patents had expired, that others were unenforceable under the U.S. patent laws, and that Mr. Ferguson himself had received full value for what he contributed to the agreement.

The case has been in the courts for more than two years. The Ford company attempted to have the hearing moved from New York to Detroit on grounds that both Ford and the U.S. branch of the Ferguson company have their headquarters in that city.

They complained that it would mean a great deal of unnecessary travel if the case were heard in New York, but the request was rejected by a Federal Court.—B.U.P.

:: :: **Sheerline for Dutch Queen.**—Queen Juliana of the Netherlands has ordered an Austin A125 Sheerline limousine chassis for her own use. It has been delivered to Holland, where special coachwork is being provided by the Dutch bodywork specialists, Pennock of The Hague.

MOTOR INDUSTRY'S NEWS

£15,000 FOR RESEARCH

SOCIETY'S ADDITIONAL GRANT TO M.I.R.A.

In view of the increasing importance the motor industry attaches to co-operative research, the Society of Motor Manufacturers and Traders **are giving this year £15,000 to the Motor Industry Research Association.**

This is in addition to the grant of £40,000 already made by the Society.

BRITISH CARS TOP LIST

Nearly half of British Columbia's imports from Britain during the first seven months of this year were cars, imported at a value of some 13,529,000 dollars (about £4,596,000).

In 1939, British lorries and cars worth less than £700 each imported into British Columbia totalled 472. By comparison, 15,981 such vehicles were imported in the first seven months of this year.—B.U.P.

SOUTH LONDON PARTY

Elite Motors (Tooting), Ltd., and Fogg and Young Motor Co., both of Garratt Lane, London, with the associated company, Fogg and Young, of Wimbledon, gave a Christmas party to their employees at the Crown Hotel, Morden.

The entertainment consisted of a dinner, dance and cabaret, and the guests, who numbered about 200, were welcomed by Directors **Wally Young, Peter Fogg** and **Frank Keattch.** Another Director, **A. Scutt,** was unable to be present.

100,000th EXPORT THIS YEAR

NUFFIELD'S FINE ACHIEVEMENT

The 100,000th vehicle for export this year from the Nuffield Organisation left the assembling lines at the Morris Works at Cowley, Oxford, last week, for shipment.

Lord Nuffield, who was present to see the last few stages in the assembling of the car—a 4-door Morris Minor—stated "By reaching this figure of 100,000 vehicles for export in less than twelve months, **we have exceeded last year's record by more than 40,000 units, with two weeks still to go.**

"This volume of sales to other countries represents a contribution towards the country's export trade of over £35,000,000, of which approximately one-third is in hard currency.

"To me, however, the occasion is more than a milestone in record export sales. The motor industry of Great Britain has made a prodigious and concerted effort to redress the financial scars left by the war. **Does not this sustained effort merit a little more consideration from the Government for the Home market?**

"I appreciate that the present international situation does not perhaps make this the ideal time for such aspirations, but I will feel much happier when it is possible to do more to cater for the pressing needs of the motorist at home."

He added that they hoped it would not be long before they could claim record home market sales as well.

100,000th NUFFIELD EXPORT FOR 1950.—This Morris Minor being inspected by Lord Nuffield as it leaves the assembly line was the 100,000th Nuffield vehicle produced for export during 1950. (Story above.)

MOTOR INDUSTRY'S NEWS

PERSONAL ITEMS

G. E. Gordon Hope-Johnstone has been appointed Sales Director of the Regent Oil Co., Ltd., with effect from January 1st. His successor as General Sales Manager is **J. A. J. Nicholas**, a branch manager of the company in the Midlands.

G. E. G. Hope-Johnstone

F. C. (Freddie) Dowles, a Director of Carmo (1929) Ltd., has resigned from the board of that company to retire to the West Country, where he is to set up in business on his own account. He had served with Carmo for two years.

Shell-Mex and B.P., Ltd., have appointed **A. J. Foster** as their General Supplies Manager. The purchasing, supplies and transportation, and technical departments of the company will come under his control.

P. C. Sharp and **D. S. A. E. Jessop**, Directors of the Brush Electrical Engineering Co., Ltd., have now joined the board of Brush Coachwork, Ltd., of Loughborough.

Deputy Chairman and Managing Director **Sir John Black**, of the Standard Motor Co., will attend the Brussels Motor Show being held from January 13th to 24th at the Palais du Centenaire, Brussels. He will be accompanied by Assistant Managing Director **A. S. Dick** and General Sales Manager **W. J. R. Warren**.

FIRST-EVER DINNER-DANCE

GLASGOW M.A.A. FUNCTION

For the first time in their history, Glasgow Division of the Motor Agents' Association are holding a dinner-dance for members and trade friends on December 29th, at the Marlborough House, Glasgow.

An attendance of between 250 to 300 people is expected, and the Divisional Secretary, **E. G. Smith**, states that from the present ticket sales it looks as if the capacity of the hall will be taxed to its limits.

EARNING DOLLARS HERE

GODFREY DAVIS EXTEND THEIR HIRE-CAR SERVICE

"To-day we have achieved the aim which has been before us ever since our unique Rail-Terminal Service was first inaugurated just after the war," said Joint Managing Director **Victor Bridgen**, of Godfrey Davis, Ltd., at a cocktail party in London last week, "and we now have a super-service of new chauffeur-driven limousines awaiting our transatlantic guests.

"This terminal service, whereby cars can be booked by passengers on Pullman boat trains to meet them on arrival at the station in London, was started through the joint initiative of the Pullman Car Co. and Godfrey Davis, Ltd.

"Our new limousines have been specially designed in collaboration with the makers, to meet the exacting requirements of American and Canadian travellers, with whom the service has proved so immensely popular, and not only have these cars ample room and ample baggage space, but ample visibility too.

"Notwithstanding devaluation, the increase in the cost of petrol and practically all other commodities, **our charges for this service in Festival Year will remain the same as when it was inaugurated five years ago.**"

Sir Cecil Weir, Chairman of the Dollar Exports Board, said that he particularly welcomed the expansion of this service at this time, and the other extended services which had been arranged for Festival of Britain year. This form of travel, he thought, was one of the best methods of bringing in dollars.

"DICK TURPIN" DEAD

His many friends in the motor trade will learn with regret of the death on December 11th of **Charles Campbell Turpin**, at St. Annes-on-Sea. He died at the age of 47, after a long and painful illness.

"Dick Turpin," the name by which he was so well known in Great Portland Street, London, for 25 years, was associated with the late **W. M. Bailey** as a Director of Auto Sales, Ltd., the London distributors of Chrysler and Dodge products.

A few years before the war he founded his own firm of C. C. Turpin and Co., in Great Portland Street, London, and this firm, C. C. Turpin, Ltd., is still there.

MOTOR INDUSTRY'S NEWS

What's On

MOTOR AGENTS' ASSOCIATION

Jan. 9th.—Glasgow and West of Scotland Division annual lunch, Glasgow.

Jan. 10th.—Edinburgh and S.E. Scotland Division annual dinner, Edinburgh.

Jan. 11th.—N.E. Scotland Division annual dinner, Aberdeen.

Jan. 12th.—East Scotland Division annual dinner, Dundee.

Jan. 12th.—Devon Division annual dinner-dance, 7.15 p.m., Grand Hotel, Torquay.

Jan. 17th. — Metropolitan Division annual dinner-dance, 6.15 p.m. for 7 p.m., Grosvenor House, Park Lane, London, W.1.

Jan. 18th. — Portsmouth Section dinner-dance, Corner House Restaurant, Portsmouth.

Jan. 19th. — Yorkshire Division annual meeting and dinner, Harrogate.

Jan. 25th.—Hants and S. Wilts Division annual meeting and lunch. **Southampton Section** dinner-dance. Both at the Polygon Hotel, Southampton.

INSTITUTE OF THE MOTOR INDUSTRY

Jan. 16th. — Metropolitan Region dinner-lecture meeting, London. Sound film "To Africa and Back," by G. C. Hinchliffe.

Jan 19th.—Sussex Region lecture meeting, 7 p.m., Brighton Technical College, Brighton. Subject, "Tyres, Steering and the Car," by a Dunlop representative.

RENEWAL OF LICENCES

Garagists should remind their customers that all motor vehicle licences expire on December 31st, and the Ministry of Transport have strongly advised that **applications for renewal should be made at once.**

Large numbers of motorists are still covered by half-rate third party insurance. These will not be valid for use with the full-duty licences which replace the half-duty licences expiring at the end of the year. In such cases, motorists should be advised **to make immediate application to their insurers for certificates of full insurance.**

It should also be noted that applications to change from half to full-duty must be made to local taxation offices, either by post or in person. **They cannot be renewed at post offices.**

REST OF THE NEWS

:: :: **Lighting-up Times (Greenwich): Saturday, December 23rd, 4.24 p.m. Saturday, December 30th, 4.29 p.m.**

:: :: **Wants a Job.**—Among the interesting advertisements in our Trade Clearing House this week is one, under "Situations Wanted," from a Dutch reader who is anxious to get his 17-year-old son into a British garage, "just for board and lodging and to learn the English language better."

:: :: **Agents' Tractor Show.** — To mark the opening of an extension of their premises, G. R. Hartwell, Ltd., the Banbury agents, staged a special display of Ferguson tractors and equipment last week.

:: :: **U.S. Car Output May Drop.** — Car production is expected to drop by 30 per cent. in the United States next year because of the recent cuts in civilian aluminium allocations, according to President Walter Reuther, of the United Automobile Workers' Union.

:: :: **Triumph Factory Extensions.** — Extensions adding 20 per cent. to the existing floor area, and increasing the firm's motor cycle production by about 15 per cent., are to begin in the New Year at the Meriden (Coventry) works of the Triumph Engineering Co., Ltd.

:: :: **Bristol Service Weeks.** — Bristol Motor Co., Ltd., distributors for Morris and Riley cars, are holding Service Weeks during the fortnight which begins on January 1st.

:: :: **Aluminium Shortage.** — As far as could be seen at present, supplies of virgin aluminium, which have been running at about 17,000 tons a month, would have to be restricted to 15,000 tons a month in 1951, out of which substantially increasing demands for defence would have to be met, the Minister of Supply told the House of Commons.

:: :: **Geneva Motor Show.**—Next year's International Motor Show at Geneva will be from March 8th to 18th. Organisers' address, 1, Place du Lac, Geneva, Switzerland.

:: :: **Grant Towards Test Track.** — The Motor Industry Research Association have received £5,000 from the Dunlop Rubber Co. towards the cost of establishing a high-speed test track for the British motor industry.

Motor Trade Commercial Report

COUNTY COURT JUDGMENTS

THE returns given below have been obtained from the Registry of County Court Judgments. **The Register does not differentiate between actions for damages and those for debts, or otherwise show in any case the nature of the dispute which may have made reference to the Court for its decision desirable.** Also, it is not known whether the judgments have been satisfied at this date of publication, but in many instances the amounts may have been settled between disputants and paid. **Further, the persons sued may have been acting for the defendants in representative capacities, and the claims may not have been against them personally; alternatively, the proceedings may have been personal matters unconnected with the businesses whose addresses have been used.**

Alexandra Motors, West Rd., Annfield Plain, Co. Durham, motor engr. £13 13s. 5d. Nov. 15.

— **Ashmore,** Walton Fields Garage, Walgrove Rd., Brampton, Chesterfield, motor engr. £10 13s. 6d. Nov. 21.

E. O. Belcher, Stanley House, 14, Bella Vista, Brixham, Devon, motor engr. £34 3s. 8d. Nov. 7.

L. Brizey, Royal Garage, Ltd., Victoria Rd., Gillingham, garage propr. £43 5s. 10d. Oct. 23.

Central Garage, West Malling, Kent, motor engrs. £55 12s. 11d. Nov. 9.

C. D'Marco, The Bend, Hartley Way, Purley, garage propr. £30 7s. 7d. Nov. 1.

W. E. Fenn, 17, Pearl Rd., Ipswich, foreman motor engr. £39 4s. 8d. Nov. 16.

S. Fisher, 230, Lanark Rd., W.9, motor engr. £32 5s. 11d. Nov. 13.

W. Hadden, Peterborough Garage, 1, 2, 5, Peterborough Mews, Fulham, S.W.6, garage propr. £20 9s. Oct. 30.

F. Henderson, Molesey Service Garage, 6, Walton Rd., East Molesey, Surrey, auto engr. £15 15s. 9d. Nov. 13.

C. Knight, 25, Herd St., Marlborough, motor engr. £10 10s. 1d. Nov. 8.

Lansdown Motors, Lansdown, nr. Stroud, Glos. £42 14s. 5d. Oct. 19.

R. C. Lloyd, Castle St. Garage, Montgomery, garage propr. £17 4s. Oct. 31.

W. H. Miles & Sons, East St. Garage, West Coker, nr. Yeovil, garage propr. £21 15s. 10d. Nov. 8.

H. V. Percy, Three Cross Garage, nr. West Moors, Dorset, garage propr. £12 7s. Nov. 16.

W. Pickersgill, The Garage, Clarbeston Rd., Haverfordwest, motor engr. £119 1s. 5d. Sept. 21.

F. G. Richardson, Henry St., Rochdale, motor repairer. £22 7s. 9d. Nov. 2.

W. Rudd, The Garage, Marton Village, Middlesbrough, garage propr. £38 1s. 5d. Nov. 9.

Sunninghill Car Services, Ltd., 1029, London Rd., Thornton Heath. £15 13s. 3d. Nov. 15.

T. Thackray, 1, Morley Rd., Lewisham, motor dlr. £18 6s. Nov. 14.

J. Thompson, West End Garage, Aspatria, Cumberland, motor engr. £15 1s. 10d. Nov. 9.

R. J. Thrower, Old Buckenham, Norfolk, motor engr. £15 19s. 5d. Nov. 17.

L. Travis, The Garage, Brightside Lane, Sheffield, motor engr. £75 2s. 6d. Nov. 8.

L. W. Vesper, The Garage, Cowbridge, Glam, motor repairer. £68 2s. 3d. Nov. 10.

— **Waite,** The Garage, High St., Tarvin, Chester, motor repairer. £14 10s. 7d. Nov. 10.

A. Weale, 9, Carbon Hill, Cuffley, Middx, car dlr. £25 15s. Nov. 14.

INCREASES OF CAPITAL

Heaver, Ltd.—Increased by £14,500, beyond the reg. cap. of £3,500.

Goldings Park Motor Co., Ltd. — Increased by £5,000, beyond the reg. cap. of £5,000.

Somerset Motors, Ltd.—Increased by £24,000, beyond the reg. cap. of £18,000.

James (Gwalia), Ltd.—Increased by £12,000, beyond the reg. cap. of £8,000.

Toledo Woodhead Springs, Ltd. — Increased by £150,000, beyond the reg. cap. of £50,000.

Auto-Port, Ltd.—Increased by £1,000, beyond the reg. cap. of £1,000.

Bedale Garage, Ltd.—Increased by £15,000, beyond the reg. cap. of £3,500.

RECEIVERSHIP (APPOINTMENT)

Ranalah, Ltd.—Ralph A. Haigh, of A. C. Palmer & Co., Court Chambers, Friar Lane, Leicester, was appointed Receiver on Nov. 24, under powers contained in debenture dated Sept. 14, 1950.

BANKRUPTCY

James Edmund Payne, 114, Barrington Rd., Crouch End, Middx, lately carrying on business at 769C, Finchley Rd., London, N.W.11, motor engr.

Public examination of the above debtor was held at the London Bankruptcy Court, Carey St., W.C., recently, when it was stated that the debtor's liabilities amounted to £351 against assets estimated to produce £124.

Replying to the Official Receiver, debtor said that

Crossword Solution

ACROSS.—1. Grease cup. 7. Nipples. 8. Air. 9. Roller. 10. Skip. 12. Tape. 14. Tinsel. 17. Rut. 18. Collide. 19. Hose pipes.

DOWN.—1. Generators. 2. Expel. 3. Silver. 4. Cast. 5. Prank. 6. Propellers. 11. Fill up. 13. Patch. 15. Skimp. 16. Ices.

Tell-Tails

1, Vauxhall Velox. 2, Standard Vanguard. 3, Armstrong-Siddeley Hurricane. 4, Chevrolet de Luxe. 5, Dodge Coronet. 6, M.G. 1½-litre. 7, Daimler Straight Eight. 8, Alvis Three-Litre. 9, Jaguar XK.120. 10, Invicta Black Prince. 11, Studebaker Champion. 12, Look and see! 13, Austin A.40. 14, Rover 75. 15, Riley 2½-litre. 16, Oldsmobile Series 98. 17, Morris Minor. 18, Hillman Minx. 19, Lanchester 14. 20, Singer SM.1500. 21, Lea-Francis Mk. VI. 22, Wolseley Four-Fifty. 23, Triumph Roadster. 24, Ford Pilot. 25, Citroen Six. 26, Bristol 401.

ROADWAYS TRANSPORT DEVELOPMENT

(Division of Olds Discount Co. Ltd.)

Specialists in
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LEEDS
MANCHESTER
NEWCASTLE
NORTHAMPTON
NORWICH
NOTTINGHAM
PLYMOUTH
POTTERIES (Stoke-on-Trent)
SHEFFIELD
SLOUGH
TUNBRIDGE WELLS

Management Committee: E. McLennan, J. Graham Bell, G. W. Edenborough.

Motor Trade Commercial Report—*Continued*

in March, 1947, with £250, he commenced a motor repair business at Eaton Mews (North), Victoria, S.W.1, under the unregistered style of J.E.P. Motors. On the requisitioning of the premises in Sept., 1947, he transferred the business to 763C, Finchley Rd. He endeavoured to retain several of his Victoria customers, but their work was not then so profitable due to additional travelling time; new customers proved also difficult to obtain. By June, 1949, trade so declined that he continued on a "cash only" basis and in June last he discontinued trading.

He attributed his failure to omission to keep books of account; drawings made without checking earning; and failure to recover book debts. Examination concluded.

NEW COMPANIES

R.T.C. Motors, Ltd.—Private co., reg. Nov. 30. Cap., £1,000. To carry on the business of motor, mechanical, aeronautical, agricultural and general engrs., etc. Subscribers: J. F. Lambert, H. W. Jackson. Reg. office: 40, Bigby St., Brigg, Lincs.

Cefni Motor Co., Ltd.—Private co., reg. Dec. 1. Cap., £1,000. To carry on the business of garage proprs., etc. Directors: Edith M. Eames, I. Eames, J. Owen. Reg. office: New Garage, Llangefni, Anglesey.

Low Fell Motor Co., Ltd.—Private co., reg. Nov. 30. Cap., £5,000. To acquire the business of a garage propr. and motor dlr. carried on by D. H. Adams at 687/691, Durham Rd., Gateshead, as Low Fell Motor Co. Directors: D. H. Adams, Mrs. L. Adams. Reg. office: 687/691, Durham Rd., Low Fell, Gateshead, Co. Durham.

Angmering Garage, Ltd.—Private co., reg. Dec. 6. Cap., £2,000. Directors: Mrs. D. A. S. Molyneux, R. E. Molyneux. Reg. office: Angmering Garage, Angmering, Sussex.

Gresham Facilities, Ltd.—Private co., reg. Dec. 5. Cap., £1,000. To finance by means of hire purchase agreements the purchase of motor vehicles, etc. Subscribers: D. G. Williams, R. M. Best. Reg. office: 64, Wool Exchange, 26/9, Coleman St., E.C.2.

U Drive (Home and Abroad), Ltd.—Private co., reg. Dec. 6. Cap., £500. To carry on the business of hiring out for self-drive purposes, motor vehicles, etc. Subscribers: G. R. Allen and G. H. M. Scatliff. Director: J. Hamilton. Solrs.: Johnson, Milham & Scatliff, 64, Ship St., Brighton.

Matthews Garage (Homansland), Ltd.—Private co., reg. Dec. 6. Cap., £3,000. Directors: J. C. Matthews, Mrs. J. I. P. Matthews, V. J. Matthews.

Browns Garage (Loughton), Ltd.—Private co., reg. Dec. 2. Cap., £5,000. To carry on business as indicated by the title. Subscribers: F. W. Brown, Iris M. Brown. Reg. office: Brown's Corner, High Rd., Loughton, Essex.

Thorpe Bay Garage, Ltd.—Private co., reg. Dec. 2. Cap., £2,000. To acquire the business of garage proprs. and motor engrs. carried on by Blanche H. L. Randall and C. L. W. Reynolds, at Station Rd., Thorpe Bay, Southend-on-Sea, as Thorpe Bay Garage. Directors: Mrs. B. H. L. Randall, C. L. W. Reynolds. Reg. office: Station Rd., Thorpe Bay, Essex.

White's Tyre Pumps, Ltd.—Private co., reg. Dec. 1. Cap., £100. To negotiate with Mr. F. C. C. White a licence for user of his pending patents for improvements in or relating to low-pressure pumps and to carry on the business of manfrs. of and dlrs. in low-pressure pumps, etc. Directors: F. C. C. White, W. J. Holden. Reg. office: 56, Bryanston St., W.1.

L. S. Banwell, Ltd.—Private co., reg. Dec. 8. Cap., £1,000. To carry on the business of consulting engrs., general assessors, motor claims assessors, valuers, estate agents, surveyors, salvage and average adjusters, insurance agents and brokers, etc. Directors: L. S. Banwell, A. Moore. Solrs.: German & Soar, Nottingham.

Ilford Motor Co., Ltd.—Private co., reg. Dec. 13. Cap., £1,500. Directors: H. Webb, W. Westlake. Reg. office: 340, High Rd., Ilford, Essex.

K.B. Garages (Darton), Ltd.—Private co., reg. Dec. 11. Cap., £1,000. Directors: A. Keer, Amos Keer, R. Keer. Reg. office: 47, Huddersfield Rd., Darton, nr. Barnsley.

CHANGES OF NAME

Seary & McReady, Ltd.—Name changed to Harold Radford (Coachbuilders), Ltd., on Dec. 1.

W. M. Sandle (Motor Engineers), Ltd. — Name changed to A.M.S. (Motor Engineers), Ltd., on Nov. 15.

Breakwells Garage, Ltd.—Name changed to Breakwells (Bilston), Ltd., on Nov. 11.

Westwoods Motors, Ltd.—Name changed to Westwood & Clarke (Motors), Ltd., on Nov. 17.

J. Halbert (Coach Builders), Ltd.—Name changed to J. Halbert, Ltd., on Nov. 10.

Taylors (Wigan), Ltd.—Name changed to Unsworth & Atherton, Ltd., on Nov. 17.

Clews Petersen Piston Ring & Engineering Co., Ltd.—Name changed to Clews Petersen, Ltd., on Nov. 16.

B.M.T.A. Stop List

Following alterations have been made to the British Motor Trade Association Stop List during the week ended December 16th, 1950:—

ADDITIONS

Franks, W., 91, Bell Green Rd., Coventry; and Regent Garage, Leicester St., Coventry, Warwickshire.

Naylor & Christie, Ltd. (Directors: D. Christie, R. D. Naylor, R. Naylor), 7, Cateaton St., Manchester, 3; and 4, Aytoun St., Manchester, 1.

Osman, T. E., 134, Kingsway, Woking, Surrey.

Red Lion Garage (propr.: Edmund Laskowski), Dundee Rd., Arbroath, Angus.

Redpath, Robert, 23, Grierson Crescent, Edinburgh, Midlothian.

DELETION

Ilsley, Samuel, 371, Birmingham Rd., Wylde Green, Birmingham.

AMENDMENTS

Gray's (Middlesbrough), Ltd. (Directors: G. Gray and W. W. Swait.)

Delete the following address from the above entry: 338/340, High Rd., Ilford, Essex.

Hayward, Major Arthur, 128D, Oxford Rd., Moseley, Birmingham.

Major Motors (Major Arthur Hayward), 128D, Oxford Rd., Moseley, Birmingham.

Add the following addresses to the above two entries: 2, Valentine Rd., King's Heath, Birmingham.

Hewitt, J., Dickson Rd., Blackpool; and 27, Highfield Rd., Blackpool, Lancs.

Amend the above entry to read as follows:—

Hewitt, J., Dickson Rd., Blackpool; and 32, Garlin Gate, North Shore, Blackpool, Lancs.

Onion, R., 114, Haverstock Hill, London, N.W.3.

Add the following address to the above entry: 4, Grove Terrace, Highgate Rd., London, N.W.5.

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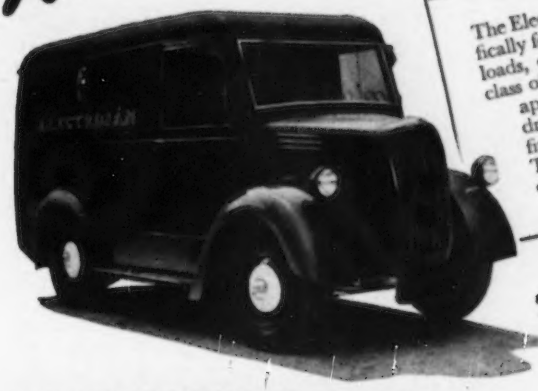

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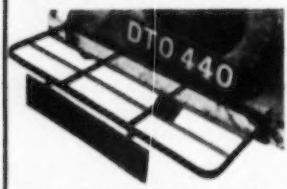

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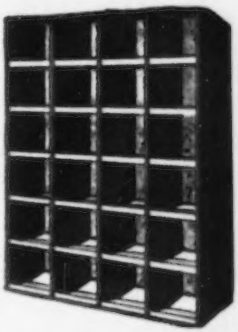

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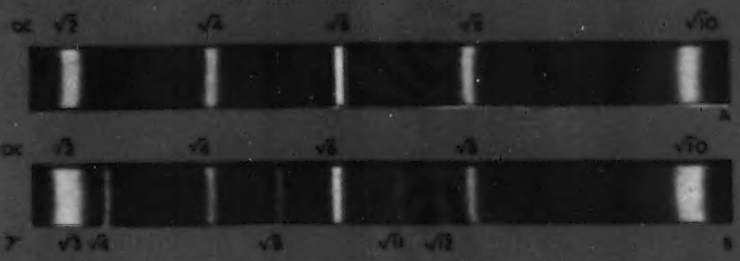

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